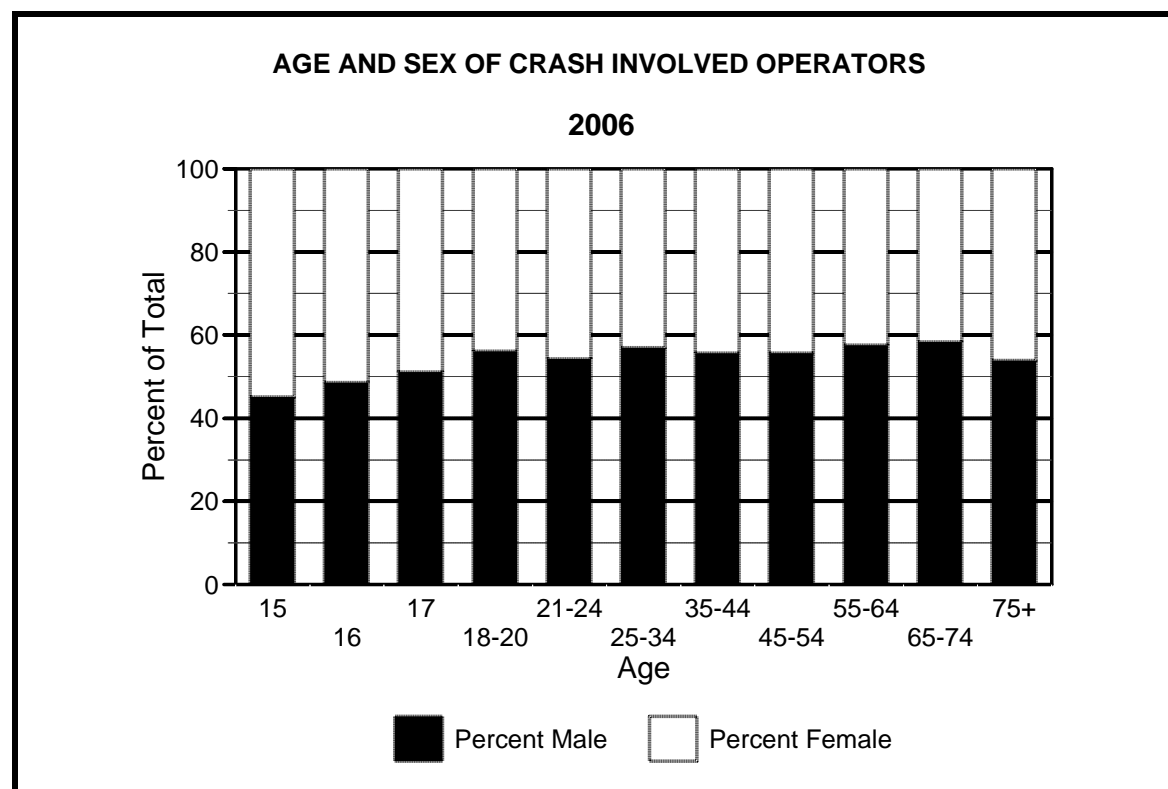


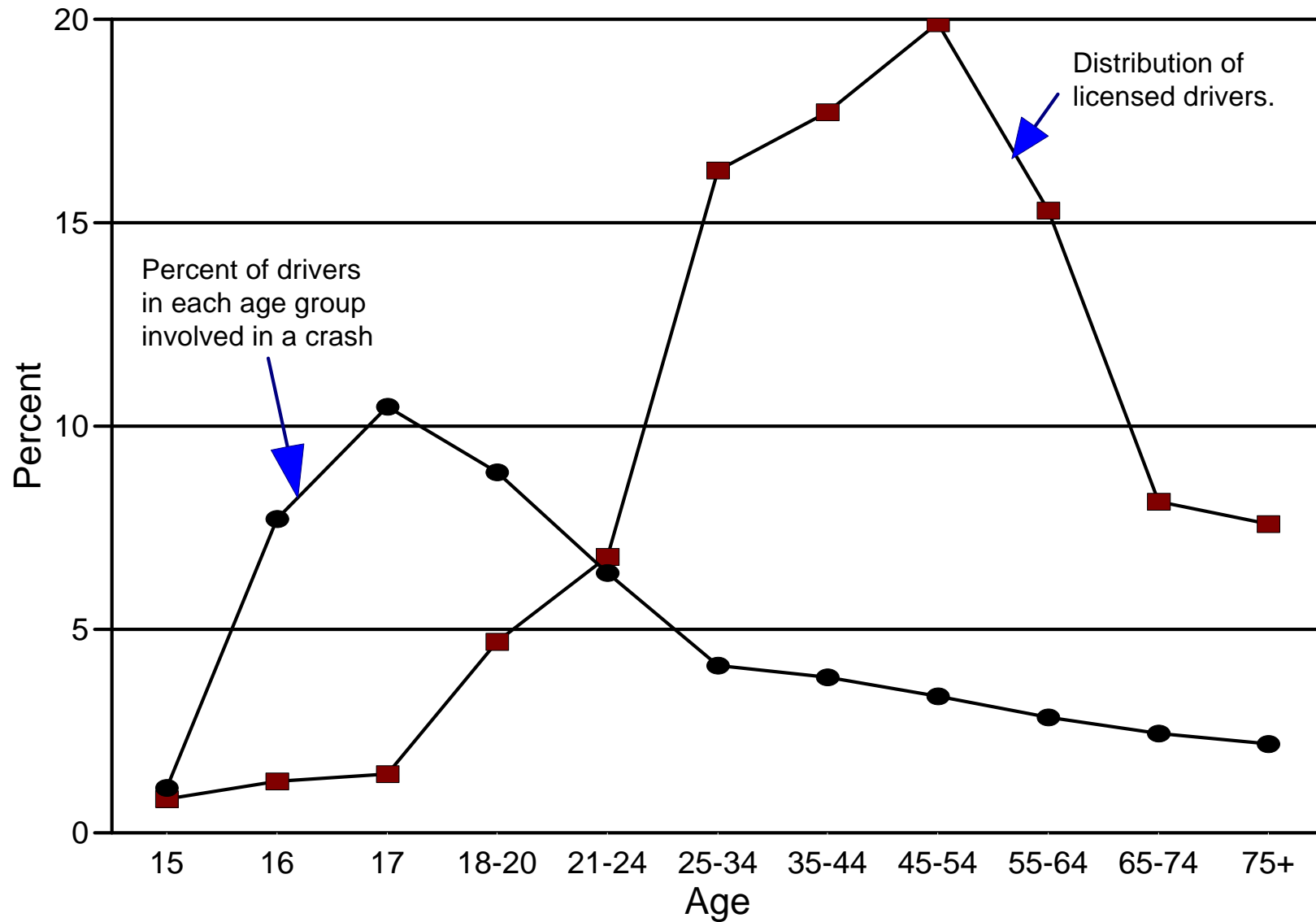
TABLE 4.1: AGE AND SEX OF LICENSED AND CRASH INVOLVED OPERATORS, 2006

Age Group	LICENSED DRIVERS				CRASH INVOLVED DRIVERS			
	Number	Percent Total	Percent Male	Percent Female	Number	Percent Total	Percent Male	Percent Female
15	4,637	0.8	49.4	50.6	51	0.2	45.1	54.9
16	7,004	1.3	51.1	48.9	541	2.5	48.6	51.4
17	8,014	1.5	50.9	49.1	840	3.9	51.2	48.8
18-20	25,951	4.7	51.4	48.6	2,300	10.6	56.1	43.9
21-24	37,509	6.8	50.9	49.1	2,399	11.1	54.4	45.6
25-34	89,890	16.3	50.7	49.3	3,693	17.0	56.9	43.1
35-44	97,853	17.7	49.8	50.2	3,739	17.2	55.6	44.4
45-54	109,888	19.9	49.6	50.4	3,697	17.1	55.7	44.3
55-64	84,494	15.3	50.8	49.2	2,403	11.1	57.6	42.4
65-74	44,991	8.1	50.3	49.7	1,102	5.1	58.3	41.7
75+	41,940	7.6	45.5	54.5	918	4.2	53.9	46.1
TOTAL	552,171	100	49.9	50.1	21,683	100	55.7	44.3

The age distribution of crash involved drivers roughly parallels that of licensed drivers. About equal proportions of licensed drivers are male (49.9%) and female (50.1%). However, crash involved operators are somewhat more likely to be male (55.7%).



Distribution of Licensed Drivers and Crash Involvement Rates, 2006



Distribution of Licensed Drivers and Crash Involvement Rates, 2006

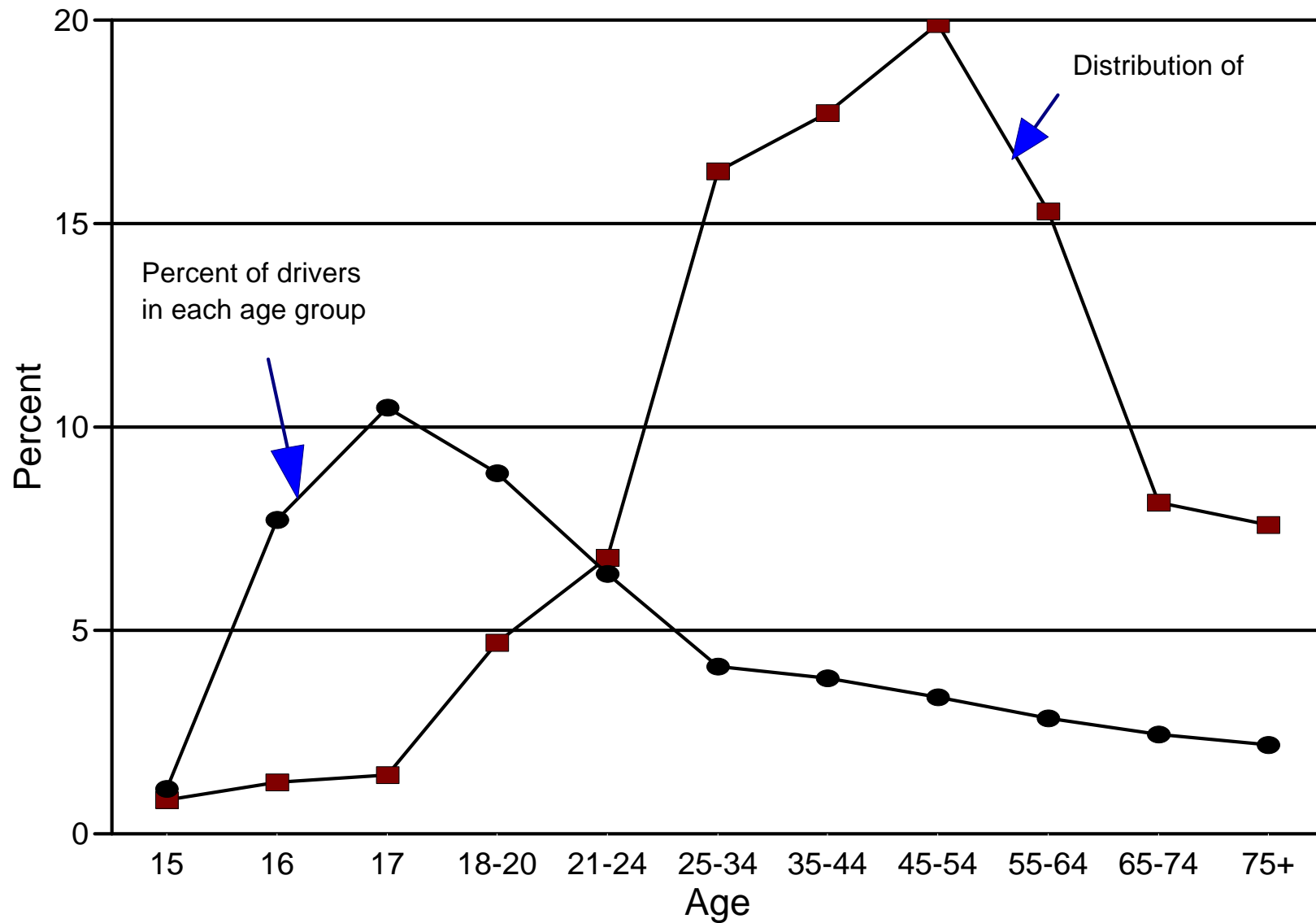


TABLE 4.2: CRASH RATES BY OPERATOR AGE, 2006

Age Group	Population	Licensed Drivers	Crash Operators	Rate* per Population	Rate** per Licenses	Risk Ratio***
15	8,938	4,637	51	5.7	11.0	0.28
16	9,116	7,004	541	59.3	77.2	1.97
17	9,143	8,014	840	91.9	104.8	2.67
18-20	28,826	25,951	2,300	79.8	88.6	2.26
21-24	33,422	37,509	2,399	71.8	64.0	1.63
25-34	71,514	89,890	3,693	51.6	41.1	1.05
35-44	90,496	97,853	3,739	41.3	38.2	0.97
45-54	104,339	109,888	3,697	35.4	33.6	0.86
55-64	79,182	84,494	2,403	30.3	28.4	0.72
65-74	42,566	44,991	1,102	25.9	24.5	0.62
75+	40,403	41,940	918	22.7	21.9	0.56
TOTAL	517,945	552,171	21,683	41.9	39.3	1.00

*Rate per 1,000 population.
 **Rate per 1,000 licensed drivers.
 ***The risk ratio is calculated as the percent of crash operators in each age category, relative to the percent of all licensed drivers in the age category. A ratio of 1.0 is the expected risk ratio.

Younger drivers have significantly higher crash rates than older drivers, with the highest crash rates found among 16-24 year olds. Drivers under age 35 are disproportionately involved in crashes. Crash rates per 1,000 licenses steadily decline with age and are lowest for older drivers, with the exception of 15 year old drivers.

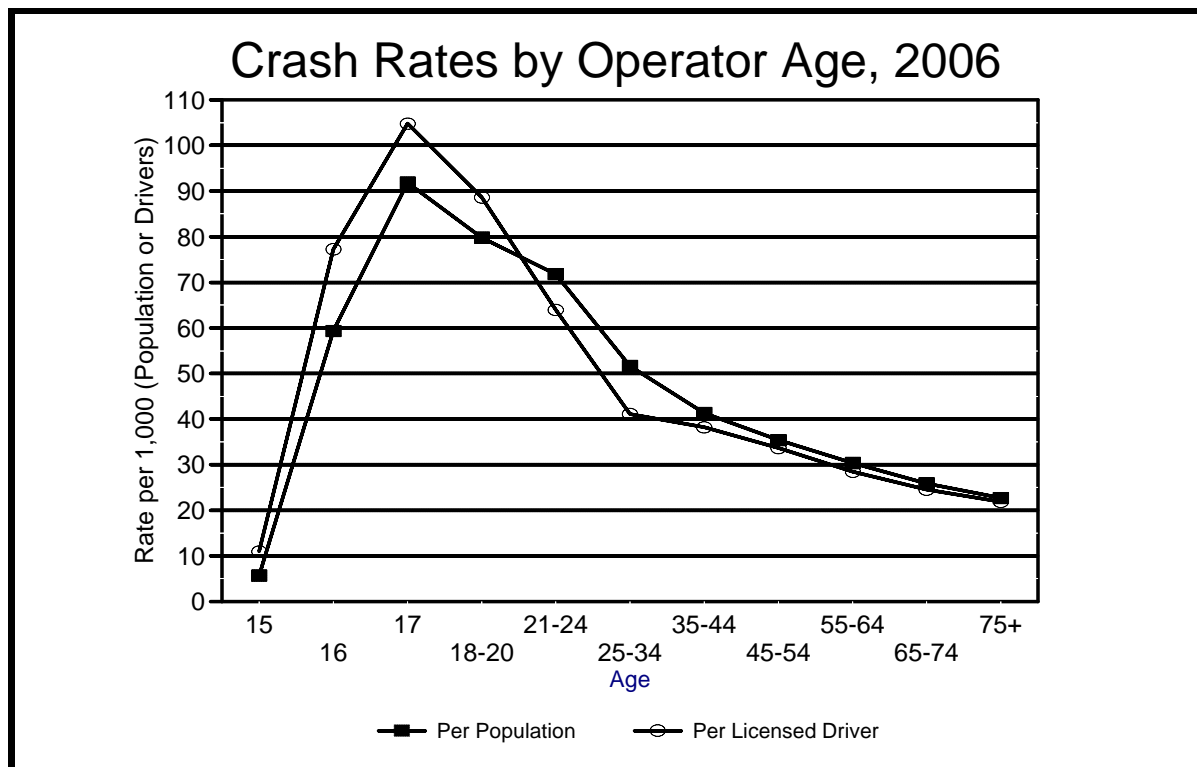


Figure 4.1

**Representation of Operator Age Groups in
Percent Under/Over Representation, 2006**

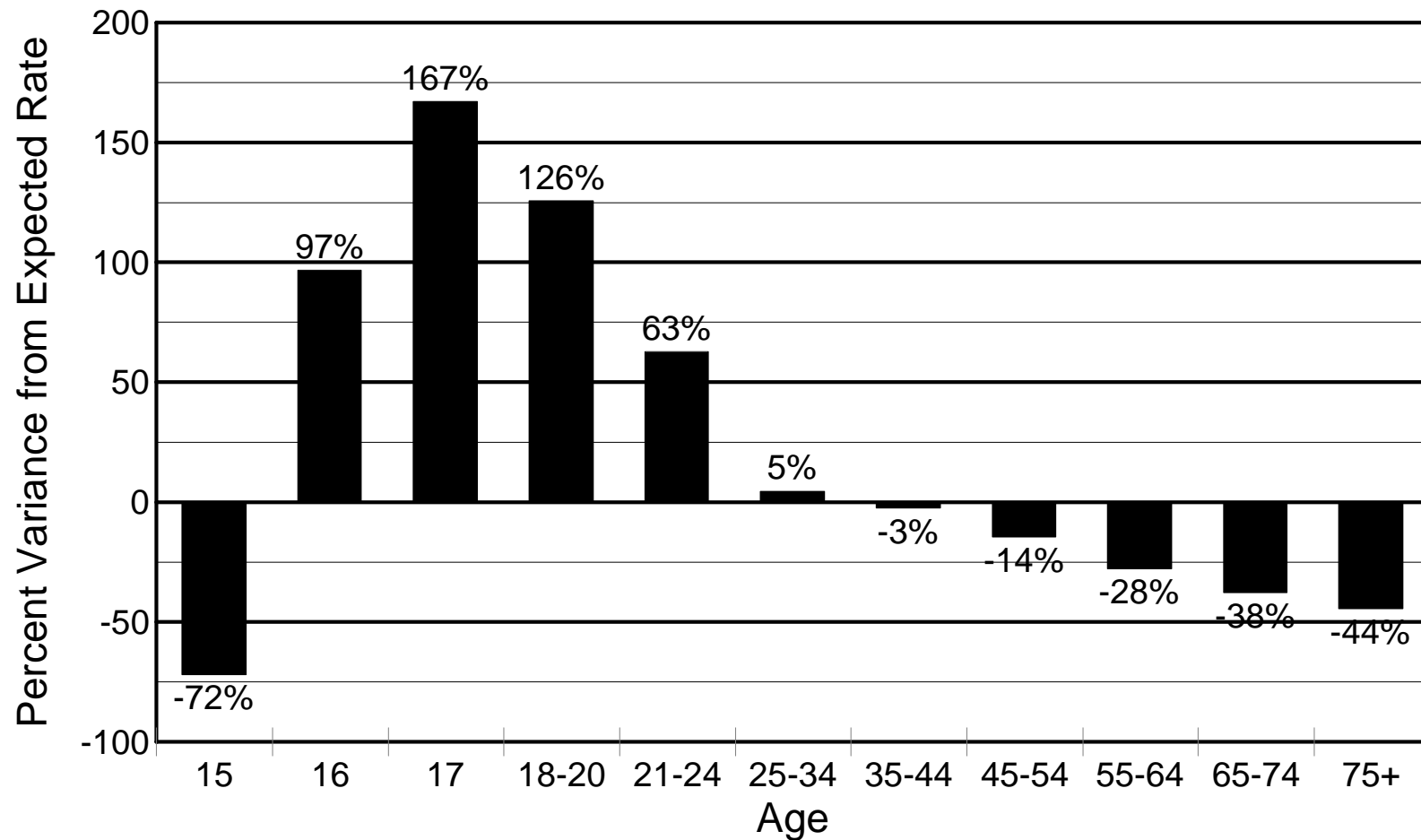


TABLE 4.3: AGE AND SEX CHARACTERISTICS OF PASSENGERS BY TYPE OF INJURY, 2006

	INJURY SEVERITY															
	FATAL				SERIOUS				MINOR*				NONE			
Age Group	Total N	%	Male %	Female %	Total N	%	Male %	Female %	Total N	%	Male %	Female %	Total N	%	Male %	Female %
Up to 4 years	0	0.0	0.0	0.0	3	2.6	33.3	66.7	42	4.6	54.8	45.2	447	9.9	49.7	50.3
5 to 9 years	0	0.0	0.0	0.0	6	5.2	50.0	50.0	58	6.4	46.6	53.4	385	8.5	49.1	50.9
10 to 12 years	0	0.0	0.0	0.0	1	0.9	0.0	100.0	42	4.6	52.4	47.6	270	6.0	57.0	43.0
13 to 14 years	1	5.9	100.0	0.0	5	4.3	80.0	20.0	33	3.7	45.5	54.5	250	5.5	52.0	48.0
15 to 17 years	1	5.9	100.0	0.0	9	7.8	33.3	66.7	143	15.8	37.8	62.2	650	14.4	52.0	48.0
18 to 20 years	2	11.8	50.0	50.0	21	18.3	42.9	57.1	117	12.9	48.7	51.3	495	10.9	61.4	38.6
21 to 24 years	1	5.9	100.0	0.0	15	13.0	46.7	53.3	104	11.5	55.8	44.2	414	9.1	60.6	39.4
25 to 29 years	3	17.6	33.3	66.7	11	9.6	63.6	36.4	63	7.0	60.3	39.7	288	6.4	55.2	44.8
30 to 39 years	1	5.9	100.0	0.0	14	12.2	35.7	64.3	79	8.7	38.0	62.0	348	7.7	46.6	53.4
40 to 49 years	2	11.8	0.0	100.0	8	7.0	50.0	50.0	95	10.5	32.6	67.4	345	7.6	47.8	52.2
50 to 59 years	3	17.6	33.3	66.7	14	12.2	42.9	57.1	54	6.0	38.9	61.1	266	5.9	37.6	62.4
60 to 69 years	0	0.0	0.0	0.0	1	0.9	0.0	100.0	30	3.3	23.3	76.7	157	3.5	28.0	72.0
70 or more years	3	17.6	0.0	100.0	7	6.1	14.3	85.7	44	4.9	22.7	77.3	214	4.7	29.4	70.6
TOTAL	17	100.0	41.2	58.8	115	100.0	43.5	56.5	904	100.0	43.5	56.5	4529	100.0	50.4	49.6
*Note: "Minor" includes nonincapacitating and possible injuries.																
Unknown ages and unknown injuries are excluded.																

**TABLE 4.4: AGE AND SEX CHARACTERISTICS OF OPERATORS
BY TYPE OF INJURY, 2006**

Age Group	INJURY SEVERITY															
	FATAL				SERIOUS				MINOR*				NONE			
	Total		Male	Female	Total		Male	Female	Total		Male	Female	Total		Male	Female
	N	%	%	%	N	%	%	%	N	%	%	%	N	%	%	%
15 and under	0	0.0	0.0	0.0	5	1.5	60.0	40.0	16	0.6	50.0	50.0	52	0.3	51.9	48.1
16	3	4.3	33.3	66.7	6	1.9	83.3	16.7	87	3.5	34.5	65.5	444	2.4	51.1	48.9
17	2	2.9	50.0	50.0	11	3.4	45.5	54.5	114	4.6	43.0	57.0	701	3.8	52.6	47.4
18-20	6	8.7	83.3	16.7	31	9.6	54.8	45.2	302	12.2	55.0	45.0	1,931	10.4	56.1	43.9
21-24	6	8.7	83.3	16.7	39	12.1	64.1	35.9	302	12.2	53.6	46.4	2,013	10.9	54.2	45.8
25-34	10	14.5	90.0	10.0	57	17.6	56.1	43.9	394	15.9	53.6	46.4	3,181	17.2	57.1	42.9
35-44	8	11.6	87.5	12.5	52	16.1	65.4	34.6	396	16.0	50.5	49.5	3,224	17.4	56.0	44.0
45-54	11	15.9	72.7	27.3	54	16.7	63.0	37.0	380	15.4	48.4	51.6	3,205	17.3	56.5	43.5
55-64	8	11.6	75.0	25.0	38	11.8	57.9	42.1	275	11.1	45.5	54.5	2,045	11.0	59.1	40.9
65-74	6	8.7	83.3	16.7	18	5.6	50.0	50.0	97	3.9	57.7	42.3	973	5.3	58.4	41.6
75 or more years	9	13.0	77.8	22.2	12	3.7	66.7	33.3	111	4.5	54.1	45.9	761	4.1	46.6	0.0
TOTAL	69	100.0	78.3	21.7	323	100.0	60.1	39.9	2,474	100.0	50.6	49.4	18,530	100.0	56.2	43.8
*Note: "Minor" includes nonincapacitating and possible injuries.																
Unknown gender and unknown injuries are excluded.																

About 13% of the operators involved in a motor vehicle crash in 2006 were injured with males more likely to be involved in a fatal or serious injury crash than females.

Injury of Passengers by Age, 2006

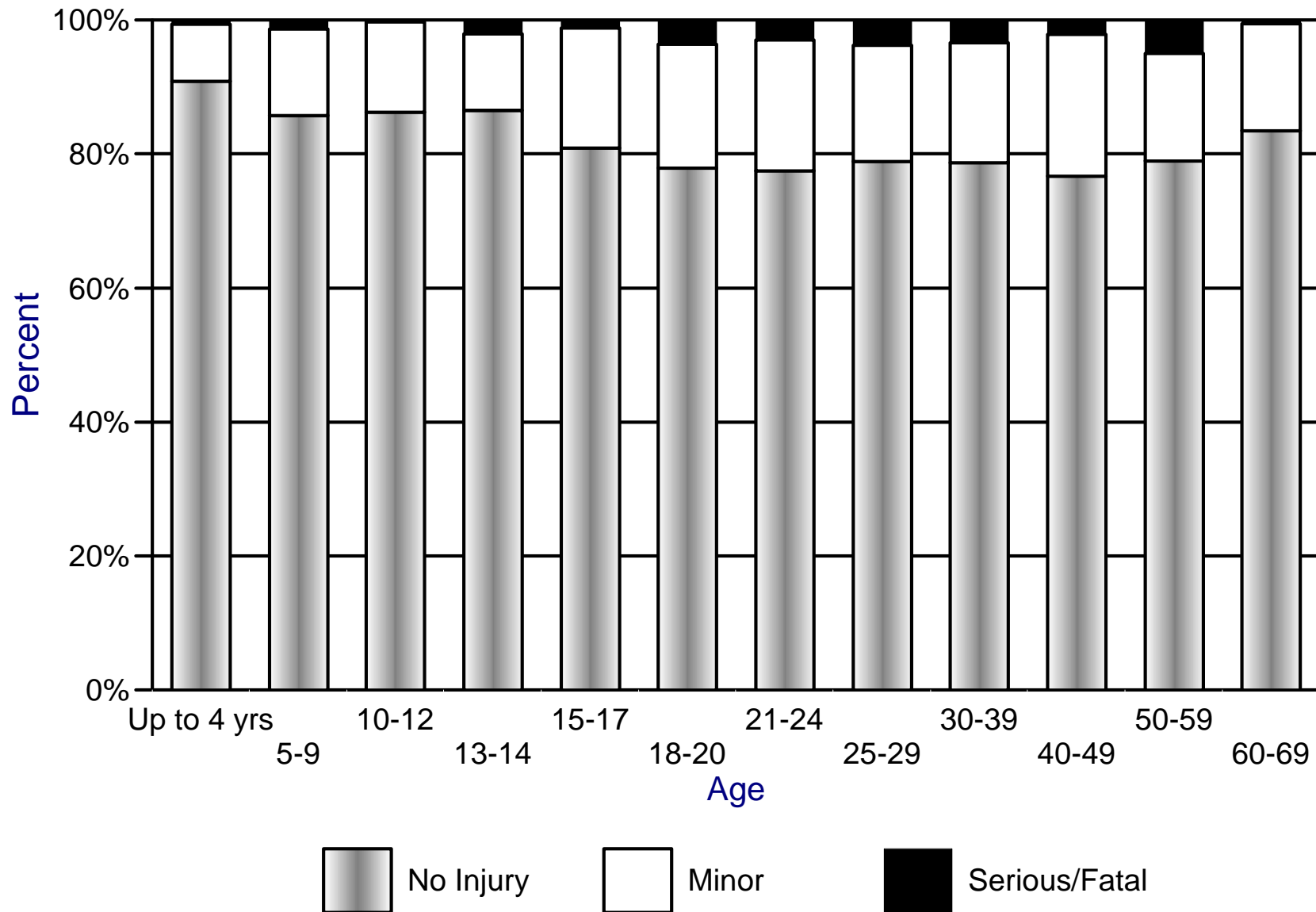


TABLE 4.5: AGE OF OPERATORS AND PASSENGERS INVOLVED IN CRASHES FOR MOTORCYCLE/MOPEDS, 2006

AGE CATEGORY	OPERATOR		PASSENGER		TOTAL	
	N	%	N	%	N	%
Up to 4 years	0	0.0%	0	0.0%	0	0.0%
5 to 9 years	1	0.4%	0	0.0%	1	0.4%
10 to 12 years	0	0.0%	0	0.0%	0	0.0%
13 to 14 years	1	0.4%	1	4.3%	2	0.8%
15 to 17 years	5	2.1%	1	4.3%	6	2.3%
18 to 20 years	15	6.3%	1	4.3%	16	6.1%
21 to 24 years	28	11.7%	1	4.3%	29	11.0%
25 to 29 years	21	8.8%	1	4.3%	22	8.4%
30 to 39 years	36	15.0%	3	13.0%	39	14.8%
40 to 49 years	63	26.3%	8	34.8%	71	27.0%
50 to 59 years	44	18.3%	5	21.7%	49	18.6%
60 to 69 years	21	8.8%	1	4.3%	22	8.4%
70 years & older	3	1.3%	0	0.0%	3	1.1%
Unknown	2	0.8%	1	4.3%	3	1.1%
Total	240	100%	23	100%	263	100%

Around 60% of motorcycle operators involved in crashes were between 30 and 59 years old with the age category with the largest number (26.3%) of crash operators being the 40 to 49 year olds.

TABLE 4.6: SEX OF OPERATORS AND PASSENGERS INVOLVED IN CRASHES FOR MOTORCYCLE/MOPEDS, 2006

SEX	OPERATOR		PASSENGER		TOTAL	
	N	%	N	%	N	%
Male	215	90.0%	4	17.4%	219	83.6%
Female	24	10.0%	19	82.6%	43	16.4%
Total	239	100%	23	100%	262	100%

Most crash involved motorcycle operators were male (90%) and few had passengers.

**TABLE 4.7: AGE OF OPERATORS AND PASSENGERS
FOR SPORT UTILITY/PICKUP TRUCKS, 2006**

AGE CATEGORY	OPERATOR		PASSENGER		TOTAL	
	N	%	N	%	N	%
Up to 4 years	0	0.0%	98	5.6%	98	1.2%
5 to 9 years	1	0.0%	132	7.6%	133	1.6%
10 to 12 years	0	0.0%	91	5.2%	91	1.1%
13 to 14 years	3	0.0%	83	4.8%	86	1.0%
15 to 17 years	344	5.2%	177	10.2%	521	6.2%
18 to 20 years	526	7.9%	163	9.4%	689	8.2%
21 to 24 years	651	9.8%	153	8.8%	804	9.6%
25 to 29 years	607	9.1%	116	6.7%	723	8.6%
30 to 39 years	1,226	18.5%	165	9.5%	1391	16.6%
40 to 49 years	1,428	21.5%	172	9.9%	1600	19.1%
50 to 59 years	1,049	15.8%	118	6.8%	1167	13.9%
60 to 69 years	458	6.9%	57	3.3%	515	6.1%
70 years & older	289	4.4%	51	2.9%	340	4.1%
Unknown	60	0.9%	164	9.4%	224	2.7%
Total	6,642	100%	1,740	100%	8,382	100%

Around 55% of operators of sport utility/trucks were between the ages of 30 and 59.
Almost 50% of the passengers in these vehicles were under the age of 20.

**TABLE 4.8: SEX OF OPERATORS AND PASSENGERS
FOR SPORT UTILITY/PICKUP TRUCKS, 2006**

SEX	OPERATOR		PASSENGER		TOTAL	
	N	%	N	%	N	%
Male	4,622	69.6%	949	54.5%	5,571	66.5%
Female	1,990	30.0%	775	44.5%	2,765	33.0%
Unknown	30	0.5%	16	0.9%	46	0.5%
Total	6,642	100%	1,740	100%	8,382	100%

The operators of sport utility and pick-up truck vehicles involved in crashes were predominately male (69.6%) while passengers were almost equally likely to be male or female.

TABLE 4.9: OPERATOR AGE FOR CRASHES BY TIME OF DAY, 2006

AGE GROUP	TIME OF DAY						Total
	Early Morning 2am-6am	Morning 6am-10am	Midday 10am-2pm	Afternoon 2pm-6pm	Evening 6pm-10pm	Night 10pm-2am	
Unknown	316	1,727	2,855	3,658	1,552	699	10,807
Up to 14	14	251	440	677	261	41	1,684
15	11	42	57	119	52	20	301
16	19	141	158	340	136	84	878
17	22	170	278	472	211	93	1,246
18 to 20	130	384	731	1,133	578	266	3,222
21 to 24	161	452	730	1,038	563	363	3,307
25 to 34	166	825	1,292	1,629	696	354	4,962
35 to 44	139	914	1,334	1,665	658	242	4,952
45 to 54	84	828	1,427	1,668	626	161	4,794
55 to 64	41	511	966	1,133	371	73	3,095
65 to 74	13	218	513	509	125	28	1,406
75 and older	4	162	480	434	75	21	1,176
Total	1,120	6,625	11,261	14,475	5,904	2,445	41,830

Drivers under age 65 tended to crash most often between 2 and 6 pm while those age 65 and older most frequently crashed during midday. Crash rates for younger drivers were higher than those of older drivers (25+) during most time periods.

OPERATOR AGE FOR CRASHES BY TIME OF DAY

RATE PER 1000 LICENSED OPERATORS, 2006

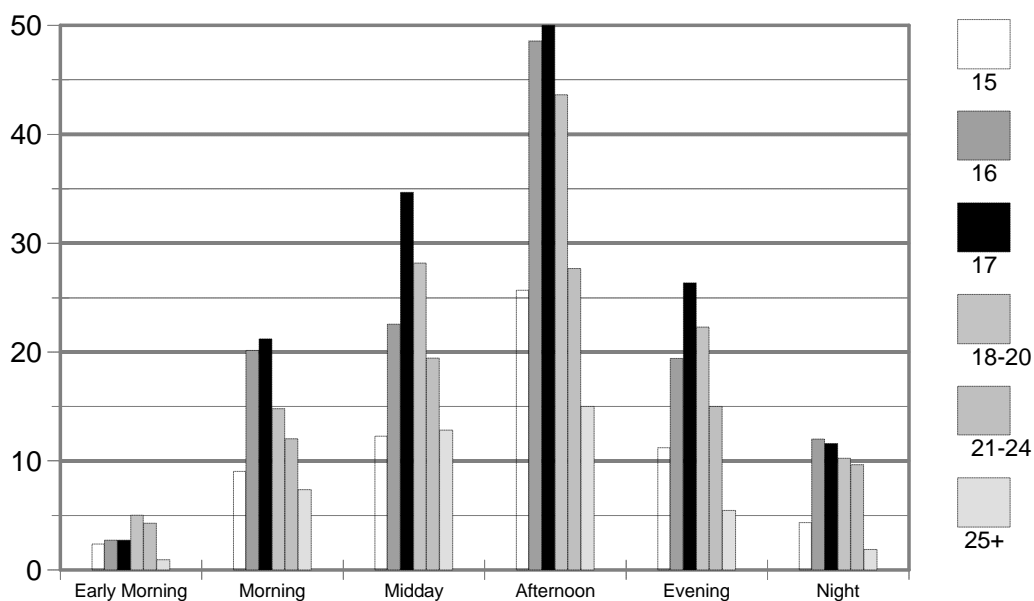


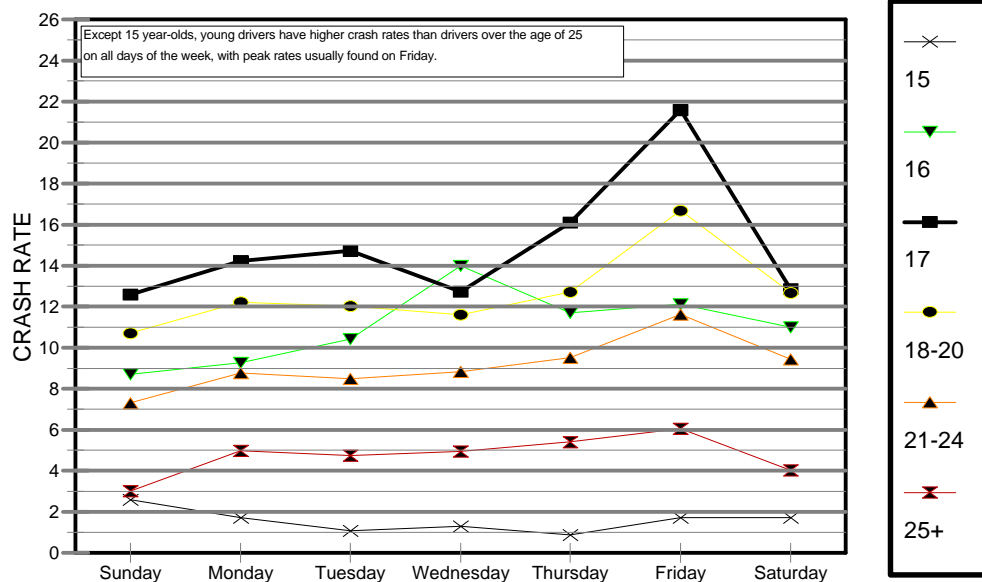
TABLE 4.10: OPERATOR AGE FOR CRASHES BY DAY OF WEEK, 2006

AGE GROUP	DAY OF WEEK							TOTAL
	MONDAY		WEDNESDAY		FRIDAY			
	SUNDAY	TUESDAY	THURSDAY	SATURDAY				
15	12	8	5	6	4	8	8	51
16	61	65	73	98	82	85	77	541
17	101	114	118	102	129	173	103	840
18-20	278	317	312	301	330	433	329	2,300
21 to 24	274	329	318	331	357	436	354	2,399
25 to 34	370	527	508	543	616	669	460	3,693
35 to 44	337	593	511	561	598	704	435	3,739
45 to 54	321	548	513	562	571	687	496	3,698
55 to 64	217	360	367	334	403	438	284	2,403
65 to 74	97	162	170	159	182	210	123	1,103
75 and older	74	150	149	157	166	131	92	919
Total	2,142	3,173	3,044	3,154	3,438	3,974	2,761	21,686

Unknown data are excluded from the table

OPERATOR AGE FOR CRASHES BY DAY OF WEEK

RATE PER 1000 LICENSED OPERATORS, 2006



**TABLE 4.11: LICENSE STATE OF CRASH INVOLVED OPERATORS
BY TYPE OF CRASH, 2006**

STATE	CRASH TYPE							
	TOTAL		FATAL		INJURY		PROPERTY	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Vermont	17,870	80.4	87	83.7	3,735	82.6	14,048	79.8
Massachusetts	470	2.1	3	2.9	116	2.6	351	2.0
New Hampshire	655	2.9	1	1.0	147	3.3	507	2.9
Connecticut	293	1.3	4	3.8	70	1.5	219	1.2
New York	686	3.1	1	1.0	137	3.0	548	3.1
Quebec Province	159	0.7	2	1.9	30	0.7	127	0.7
Other State/Province	924	4.2	4	3.8	182	4.0	738	4.2
Unknown	1,165	5.2	2	1.9	103	2.3	1,060	6.0
TOTAL	22,222	100.0	104	100.0	4,520	100.0	17,598	100.0

About 8 out of 10 crash operators were licensed in Vermont for all crash types.

**STATE OF LICENSE FOR CRASH INVOLVED OPERATORS
FATAL CRASHES, 2006**

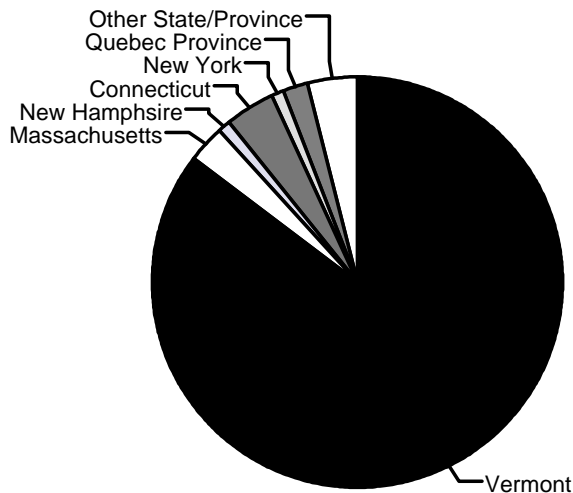


TABLE 4.12: INJURY SEVERITY BY PERSON TYPE, 2006

PERSON TYPE	INJURY SEVERITY					
	MINOR OR POSSIBLE		SEVERE OR FATAL		TOTAL*	
	Number	Percent	Number	Percent	Number	Percent
Driver	2,487	68.0%	392	68.3%	2,879	68.0%
Passenger	998	27.3%	147	25.6%	1,145	27.1%
Pedestrian	97	2.7%	22	3.8%	119	2.8%
Bicyclist	75	2.1%	13	2.3%	88	2.1%
Total	3,657	100%	574	100%	4,231	100%

* Table does not include persons with no injury or unknown injury severity or person type.

Sixty-eight percent of persons injured or killed in a motor vehicle crash in 2006 were operators, while 27% were passengers. Pedestrians and bicyclists accounted for 6.1% of persons receiving severe or fatal injuries, the percent less than observed in 2005.

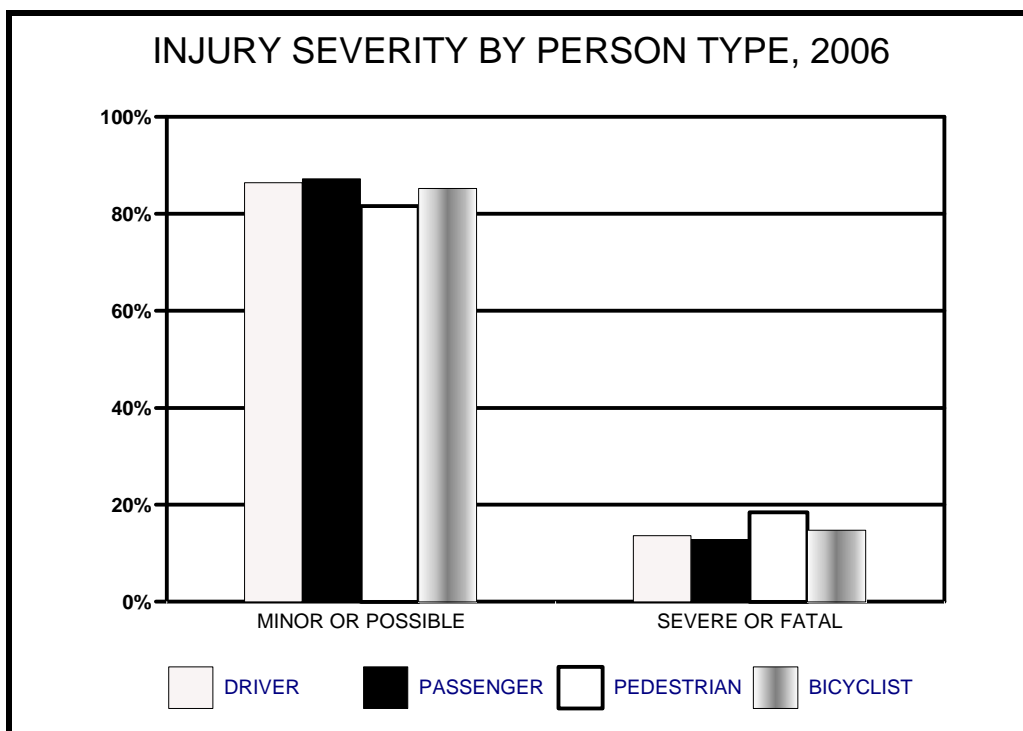


TABLE 4.13: INJURY SEVERITY BY SEAT POSITION AND SAFETY RESTRAINT USE, PASSENGER CARS, 2006

<u>INJURY SEVERITY</u>	<u>OPERATOR</u>			
	<u>RESTRAINT USED</u>	<u>NOT USED</u>	<u>UN- KNOWN</u>	<u>PERCENT USED</u>
No Injury	10,841	245	928	90.2%
Possible Injury	606	33	35	89.9%
Non-Incapacitating Injury	848	97	72	83.4%
Incapacitating Injury	124	38	16	69.7%
Fatal Injury	22	18	2	52.4%
<u>Unknown</u>	<u>96</u>	<u>8</u>	<u>162</u>	<u>36.1%</u>
Total	12,537	439	1,215	14,191
%	88.3%	3.1%	8.6%	100.0%

<u>INJURY SEVERITY</u>	<u>REAR LEFT</u>			
	<u>RESTRAINT USED</u>	<u>NOT USED</u>	<u>UN- KNOWN</u>	<u>PERCENT USED</u>
No Injury	59	9	59	46.5%
Possible Injury	3	1	3	42.9%
Non-Incapacitating Injury	5	9	5	26.3%
Incapacitating Injury	0	3	0	0.0%
Fatal Injury	2	1	2	40.0%
<u>Unknown</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>50.0%</u>
Total	71	23	71	165
%	43.0%	13.9%	43.0%	100.0%

Eighty-Eight percent of crash operators reported wearing a seatbelt, the 5% higher than in 2005. Passenger belt use was 81%, the same as in 2005. As in previous years, the severity of injury diminishes with seat belt use for passengers and operators. It should also be noted that reported restraint use rates are about 6% higher than observational study rates.

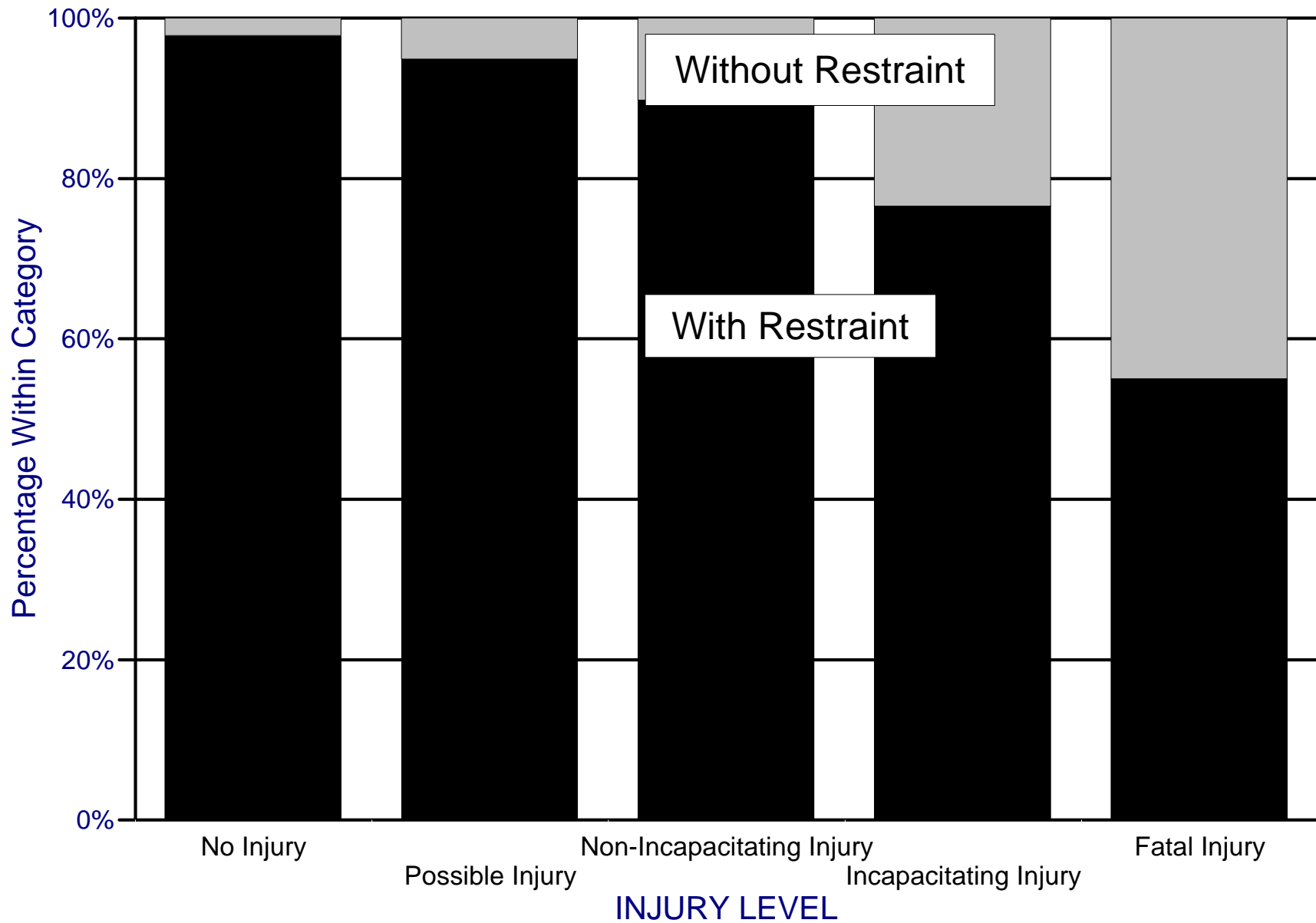
FRONT CENTER			
RESTRAINT USED	NOT USED	UN- KNOWN	PERCENT USED
75	4	2	94.9%
2	0	0	100.0%
6	2	0	75.0%
0	0	0	n.a.
0	0	0	n.a.
0	0	0	n.a.
83	6	2	91
91.2%	6.6%	2.2%	100.0%

FRONT RIGHT			
RESTRAINT USED	NOT USED	UN- KNOWN	PERCENT USED
1,578	39	253	97.6%
144	6	16	96.0%
234	50	32	82.4%
40	8	4	83.3%
6	5	0	54.5%
17	1	17	94.4%
2,019	109	322	2,450
82.4%	4.4%	13.1%	100.0%

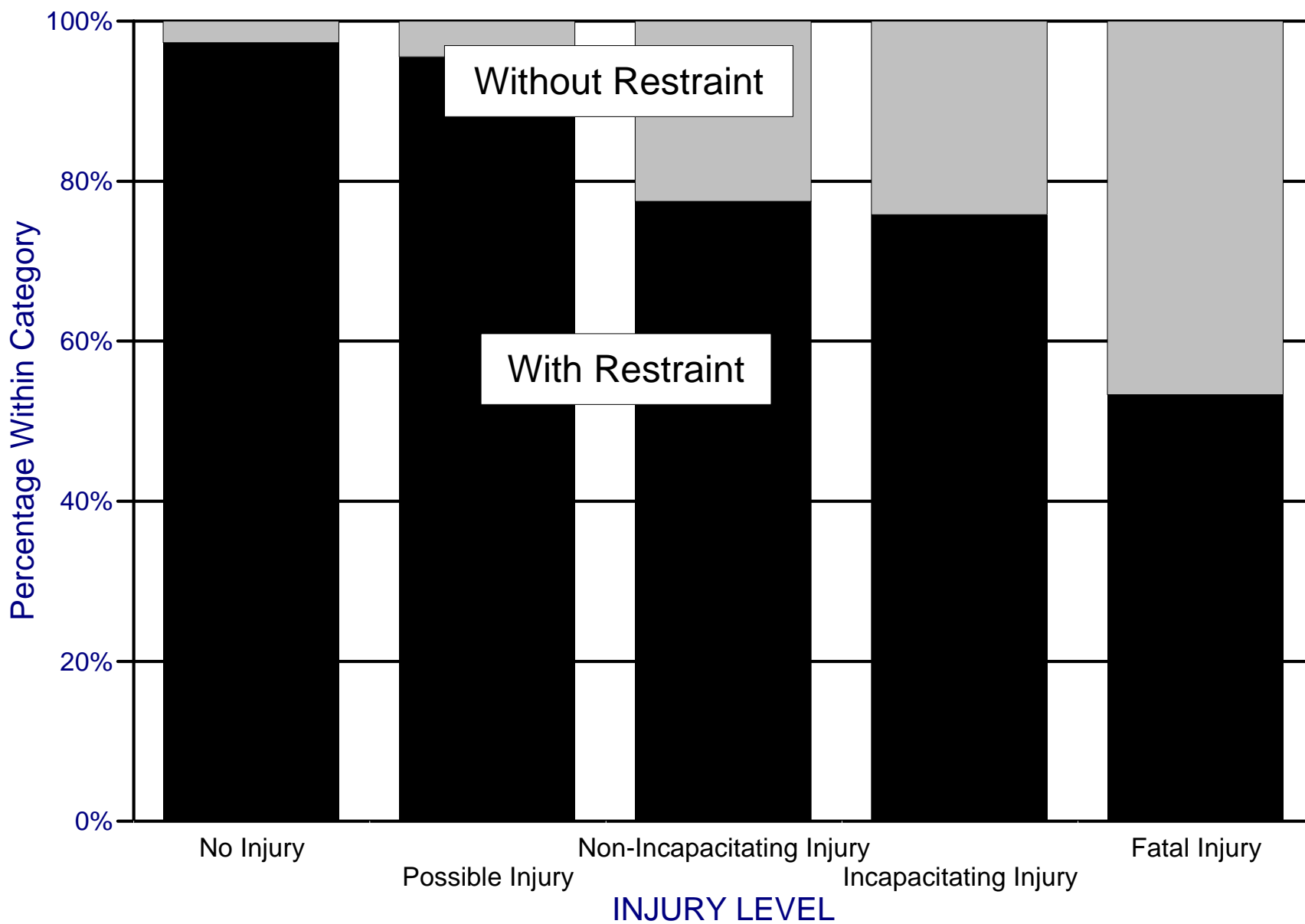
REAR CENTER			
RESTRAINT USED	NOT USED	UN- KNOWN	PERCENT USED
150	5	14	96.8%
10	1	1	90.9%
7	10	2	41.2%
3	2	0	60.0%
0	0	0	n.a.
2	0	0	100.0%
172	18	17	207
83.1%	8.7%	8.2%	100.0%

REAR RIGHT			
RESTRAINT USED	NOT USED	UN- KNOWN	PERCENT USED
482	9	38	98.2%
32	1	2	97.0%
37	13	3	74.0%
4	2	2	66.7%
0	1	0	0.0%
3	1	1	75.0%
558	27	46	631
88.4%	4.3%	7.3%	100.0%

OPERATOR INJURY BY RESTRAINT USE, 2006



PASSENGER INJURY, RESTRAINT USE, 2006



**TABLE 4.14: PASSENGER CAR CRASH OCCUPANTS BY AGE GROUP
AND RESTRAINT USE, 2006**

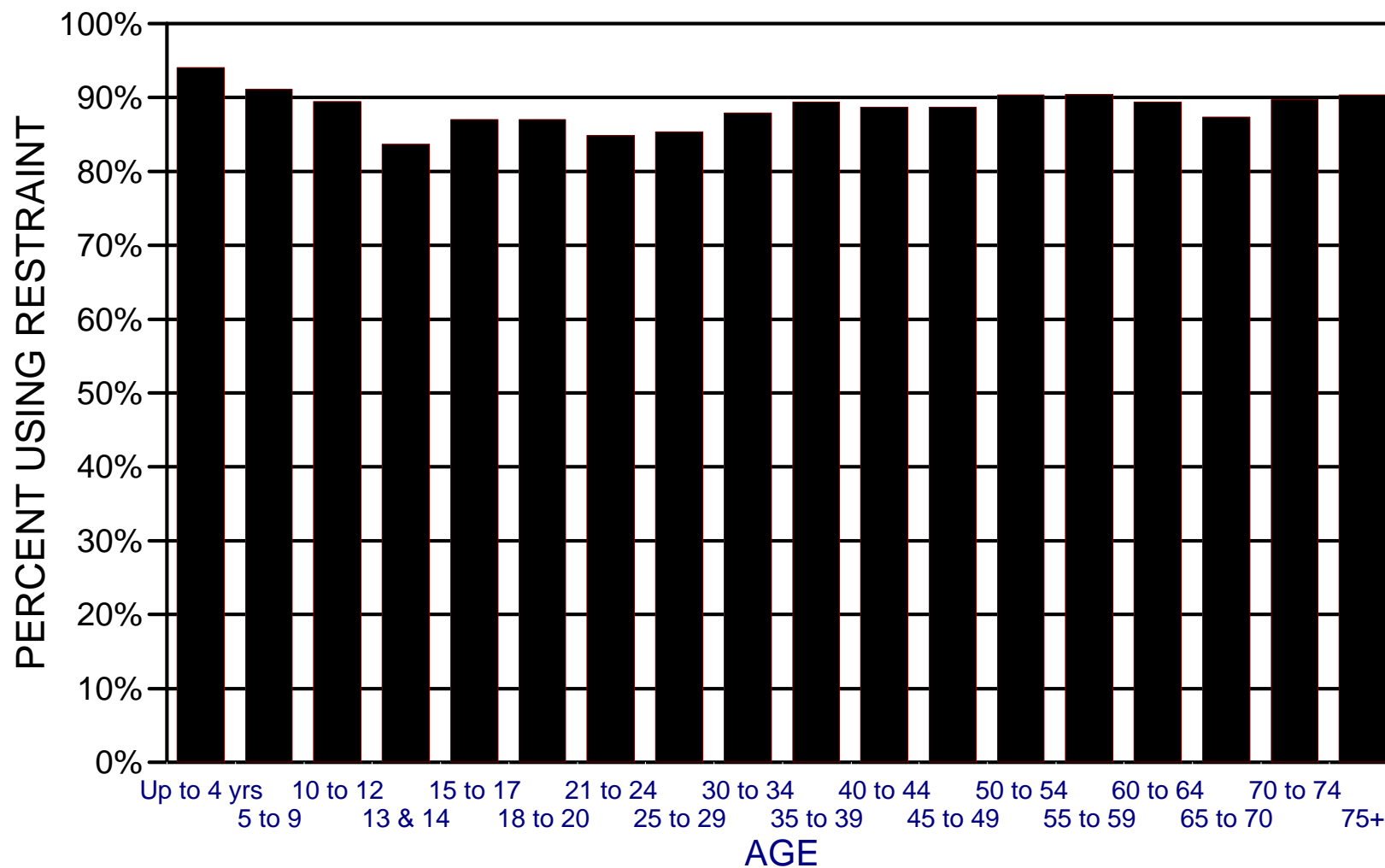
AGE CATEGORY	RESTRAINT USE							
	USED		NOT USED		UNKNOWN USE		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Up to 4 years	380	94.1%	4	1.0%	20	5.0%	404	100%
5 to 9	277	91.1%	2	0.7%	25	8.2%	304	100%
10 to 12	178	89.4%	2	1.0%	19	9.5%	199	100%
13 & 14	159	83.7%	12	6.3%	19	10.0%	190	100%
15 to 17	1,459	87.0%	83	4.9%	135	8.1%	1,677	100%
18 to 20	1,933	87.0%	107	4.8%	182	8.2%	2,222	100%
21 to 24	1,767	84.9%	105	5.0%	210	10.1%	2,082	100%
25 to 29	1,331	85.4%	66	4.2%	162	10.4%	1,559	100%
30 to 34	986	87.9%	34	3.0%	102	9.1%	1,122	100%
35 to 39	1,005	89.4%	29	2.6%	90	8.0%	1,124	100%
40 to 44	1,067	88.7%	32	2.7%	104	8.6%	1,203	100%
45 to 49	1,121	88.7%	39	3.1%	104	8.2%	1,264	100%
50 to 54	1,030	90.4%	31	2.7%	79	6.9%	1,140	100%
55 to 59	857	90.4%	24	2.5%	67	7.1%	948	100%
60 to 64	630	89.4%	12	1.7%	63	8.9%	705	100%
65 to 69	392	87.3%	16	3.6%	41	9.1%	449	100%
70 to 74	374	89.7%	8	1.9%	35	8.4%	417	100%
75 years & older	812	90.3%	23	2.6%	64	7.1%	899	100%
Total	15,758	88.0%	629	3.5%	1,521	8.5%	17,908	100%

Note: persons with unknown age were excluded from the analysis.

Restraint use among passenger car occupants involved in crashes was 83.1%, about the same as the 2004 level. The highest rates of use were among passenger car occupants ages infant to 14 years old. Persons ages 21-24 were least likely to use restraint.

RESTRAINT USE BY AGE CATEGORY

PASSENGER CAR OCCUPANTS, 2006



**TABLE 4.15: PICKUP TRUCK CRASH OCCUPANTS BY AGE GROUP
AND ACTIVE RESTRAINT USE*, 2006**

Age Group	Used		Not Used		Total	
	Number	Percent	Number	Percent	Number	Percent
Up to 4 years	16	100.0%	0	0.0%	16	100.0%
5 to 9	30	90.9%	3	9.1%	33	100.0%
10 to 12	23	85.2%	4	14.8%	27	100.0%
13 to 14	22	81.5%	5	18.5%	27	100.0%
15 to 17	235	92.9%	18	7.1%	253	100.0%
18 to 20	302	87.5%	43	12.5%	345	100.0%
21 to 24	341	89.7%	39	10.3%	380	100.0%
25 to 29	294	89.1%	36	10.9%	330	100.0%
30 to 39	627	92.1%	54	7.9%	681	100.0%
40 to 49	746	94.0%	48	6.0%	794	100.0%
50 to 59	566	94.5%	33	5.5%	599	100.0%
60 to 69	244	93.5%	17	6.5%	261	100.0%
70 & older	184	92.0%	16	8.0%	200	100.0%
TOTAL	3,630	92.0%	316	8.0%	3,946	100.0%

*Active restraint use consists of vehicle occupants who used the belt system available for seat location.

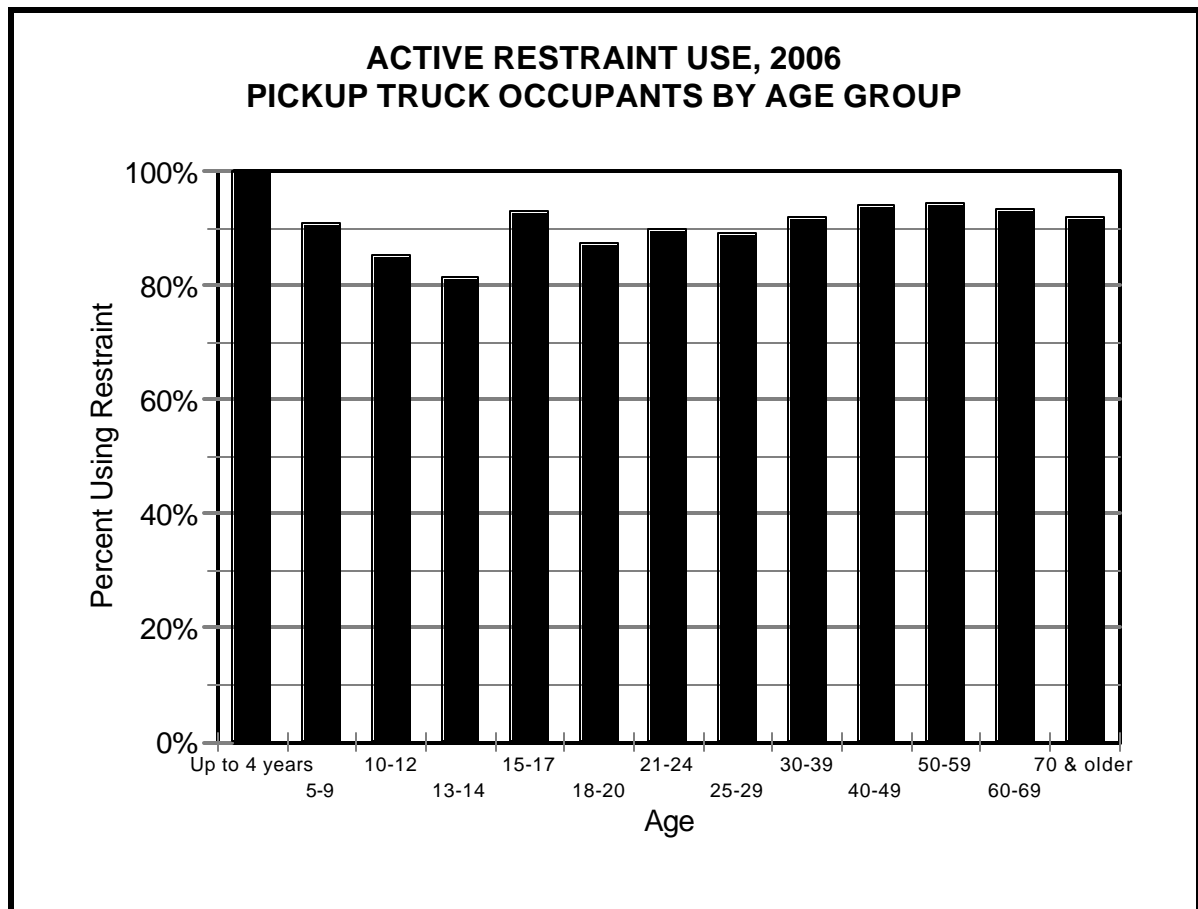


FIG 4.2: VERMONT OBSERVED BELT USE 1985 - 2008

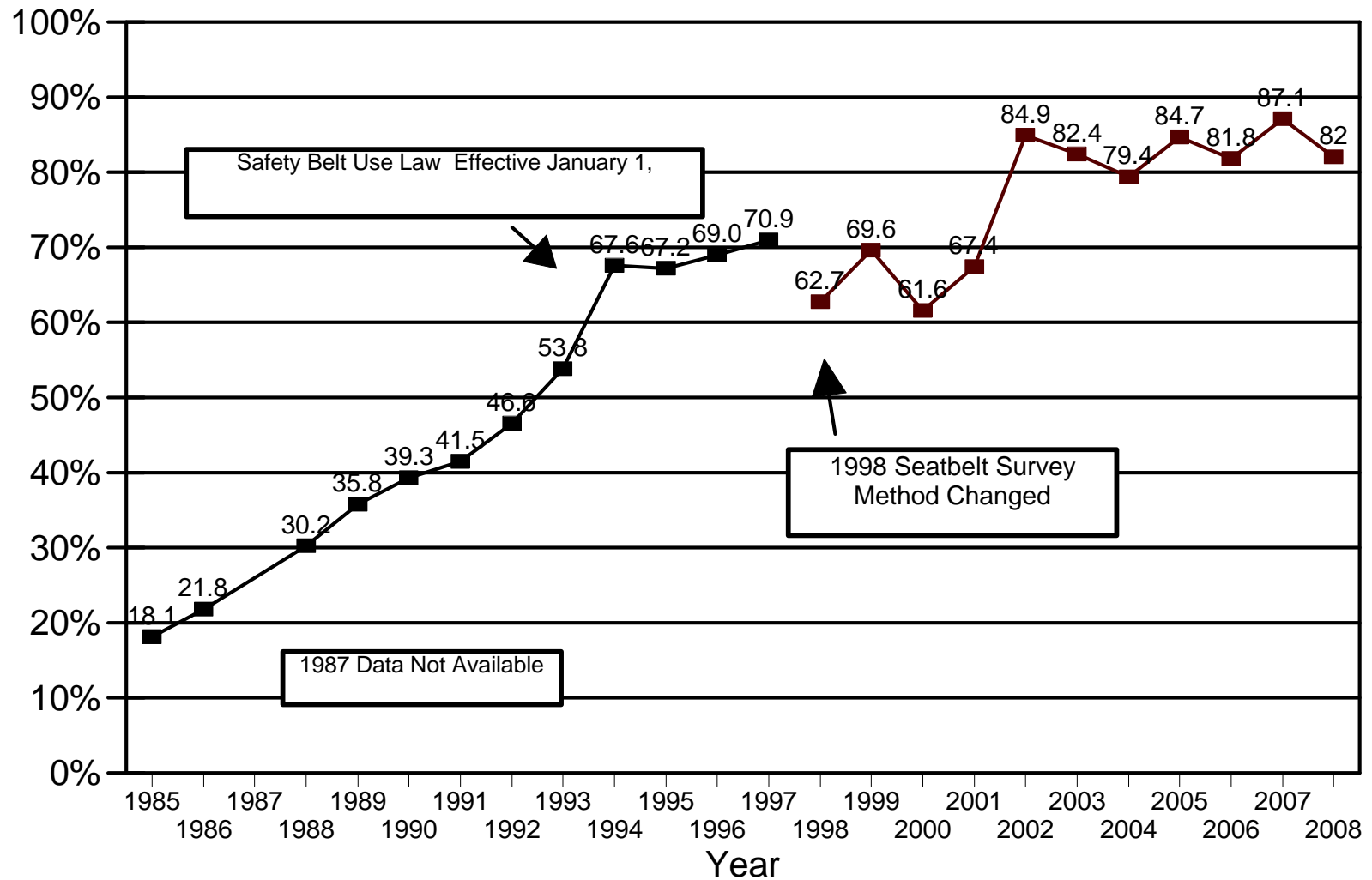
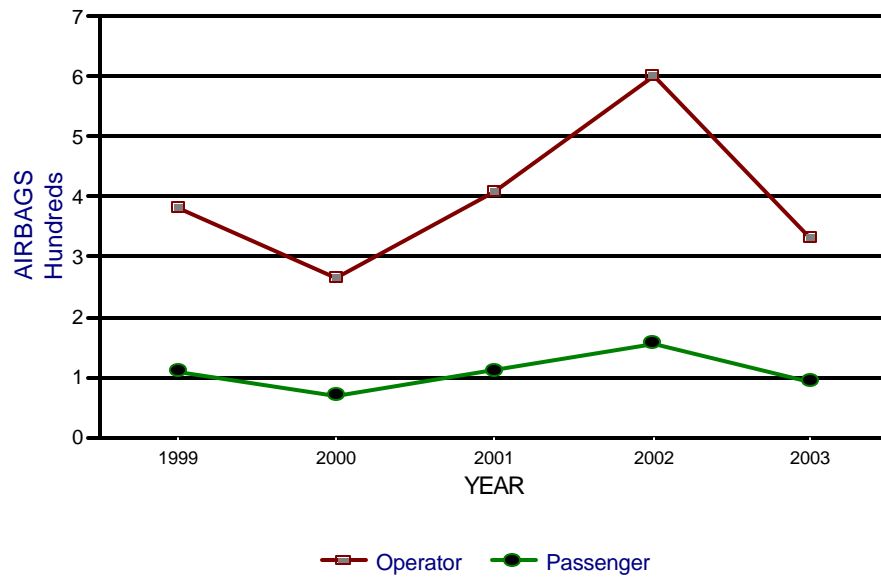
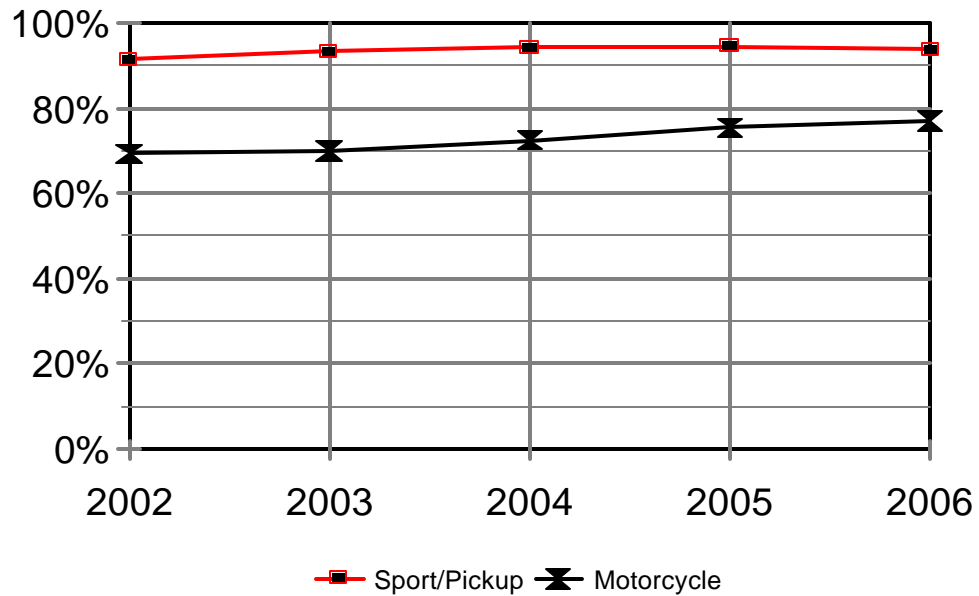


FIG 4.3: AIRBAGS DEPLOYED IN CRASHES*
BY YEAR, 1999-2003



*Airbag data - unavailable for 2004, 2005, 2006.

FIG 4.4: MOTORCYCLE HELMET USE IN CRASHES
AND SPORT/PU RESTRAINT USE, 2002-2006

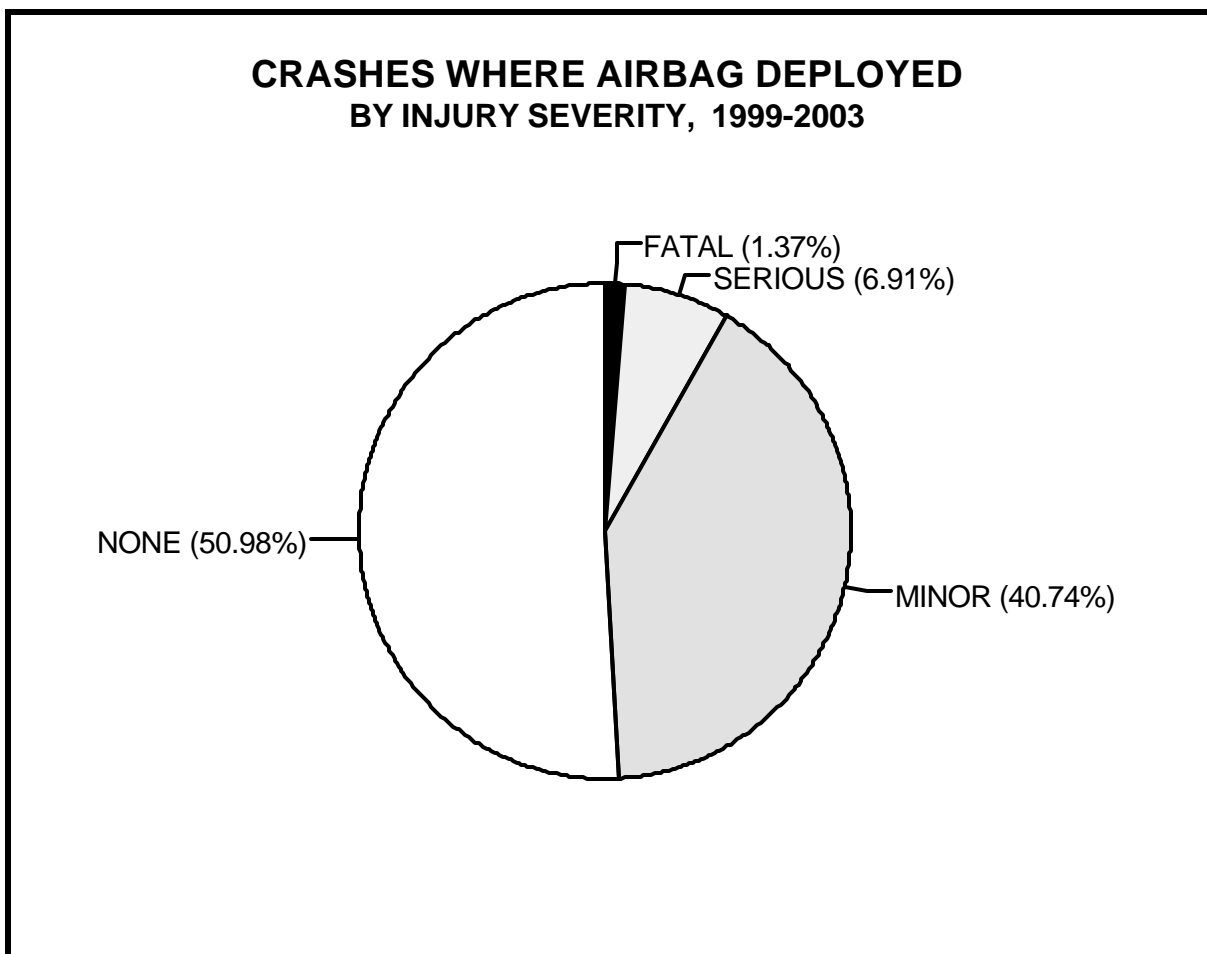


**TABLE 4.16: INJURY BY RESTRAINT FOR CRASHES WHERE AIRBAGS DEPLOYED,
1999-2003**

Restraint	FATAL		SERIOUS		MINOR*		NONE	
	N	%	N	%	N	%	N	%
Lap Belt Only	5	14.7%	35	20.3%	127	12.5%	120	9.5%
Shoulder Belt Only	1	2.9%	4	2.3%	86	8.5%	80	6.3%
Lap & Shoulder Belts	15	44.1%	103	59.9%	709	69.9%	1,007	79.4%
No Belts	13	38.2%	30	17.4%	92	9.1%	62	4.9%
TOTAL	34	100.0%	172	100.0%	1,014	100.0%	1,269	100.0%
*Note: "minor" includes nonincapacitating and possible injuries. Unknown injuries are excluded.								

The majority of crashes in which air bags deployed and lap and shoulder belts were in use resulted in minor or no injuries, as would be expected. However, the proportion of fatal and serious injury crashes in which lap and shoulder belts were used was relatively high, perhaps reflecting the overall severity of the crash. Almost 92% of persons in crashes where an airbag deployed received minor or no injuries.

Note: Airbag data were unavailable for 2004, 2005, 2006.



**TABLE 4.17: RESTRAINT USE BY OPERATORS AND PASSENGERS
FOR SPORT UTILITY/PICKUP TRUCKS, 2006**

RESTRAINT USE	OPERATOR		PASSENGER		TOTAL	
	N	%	N	%	N	%
No restraint used	329	4.8%	122	6.8%	451	5.2%
Lap and/or shoulder belt	5,517	80.0%	1,220	68.0%	6,737	77.5%
Air bag inflated	253	3.7%	54	3.0%	307	3.5%
Child seat/other	169	2.5%	154	8.6%	323	3.7%
Unknown	627	9.1%	244	13.6%	871	10.0%
Total	6,895	100%	1,794	100%	8,689	100%
Percent Use (known)	95%		92%		94%	

**TABLE 4.18: HELMET USE BY OPERATORS AND PASSENGERS
FOR MOTORCYCLE/MOPED, 2006**

HELMET USE	OPERATOR		PASSENGER		TOTAL	
	N	%	N	%	N*	%
Yes	167	76.6%	17	81.0%	184	77.0%
No	51	23.4%	4	19.0%	55	23.0%
Total	218	100%	21	100%	239	100%

**TABLE 4.19: 5 - YEAR TRENDS FOR SPORT UTILITY/PICKUP TRUCK
RESTRAINT USE AND MOTORCYCLE/MOPED HELMET USE**

SPORT UTILITY/ PICKUP TRUCK	2002	2003	2004	2005	2006	Total
Restraint used	4699	7,226	7,436	6,798	6,874	33,033
No restraint	448	517	460	398	451	2,274
Unknown	1139	1,335	1,319	1,226	871	5,890
Percent used (known)	91%	93%	94%	94%	94%	94%
MOTORCYCLE/MOPED						
Helmet used	90	105	145	138	184	662
Not used	40	45	55	45	55	240
Percent used	69%	70%	73%	75%	77%	73%

TABLE 4.20: VEHICLE OPERATOR RESTRAINT USE BY TYPE OF VEHICLE, 2006

VEHICLE TYPE	RESTRAINT USE							
	USED		NOT USED		UNKNOWN USE		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	12,537	88.3%	439	3.1%	1,215	8.6%	14,191	100%
Sport Utility	2,259	87.4%	88	3.4%	237	9.2%	2,584	100%
Light Truck/Van	3,269	85.2%	202	5.3%	368	9.6%	3,839	100%
Large Truck	682	86.7%	36	4.6%	69	8.8%	787	100%
Bus	86	89.6%	0	0.0%	10	10.4%	96	100%
All Other	133	71.5%	23	12.4%	30	16.1%	186	100%
Total	18,966	87.5%	788	3.6%	1,929	8.9%	21,683	100%

For known crash operator restraint use, the highest was for bus operators (89.6%) and lowest for light truck/van operators (85.2%).

TABLE 4.21: OCCUPANT EJECTION BY INJURY SEVERITY, 2006

EJECTION	INJURY SEVERITY							
	SEVERE OR FATAL		MINOR OR MODERATE		NOT INJURED		TOTAL *	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Completely Ejected	110	43.5%	110	43.5%	33	13.0%	253	100.0%
Stayed in Vehicle	410	1.5%	3,280	12.2%	23,246	86.3%	26,936	100.0%
Partially Ejected	16	32.7%	30	61.2%	3	6.1%	49	100.0%
Unknown	4	2.8%	55	39.0%	82	58.2%	141	100.0%
Total	540	2.0%	3,475	12.7%	23,364	85.3%	27,379	100.0%

* Total does not include persons with unknown injury severity.

Around 44% of the persons completely ejected from a vehicle were killed or severely injured while 86% of those who stayed in the vehicle were not injured. Also, 13.5% of those completely ejected received moderate or minor injuries and only 13% were not injured.

FIG 4.5: CHILD RESTRAINT USE IN CRASHES

BY YEAR, 2002-2006

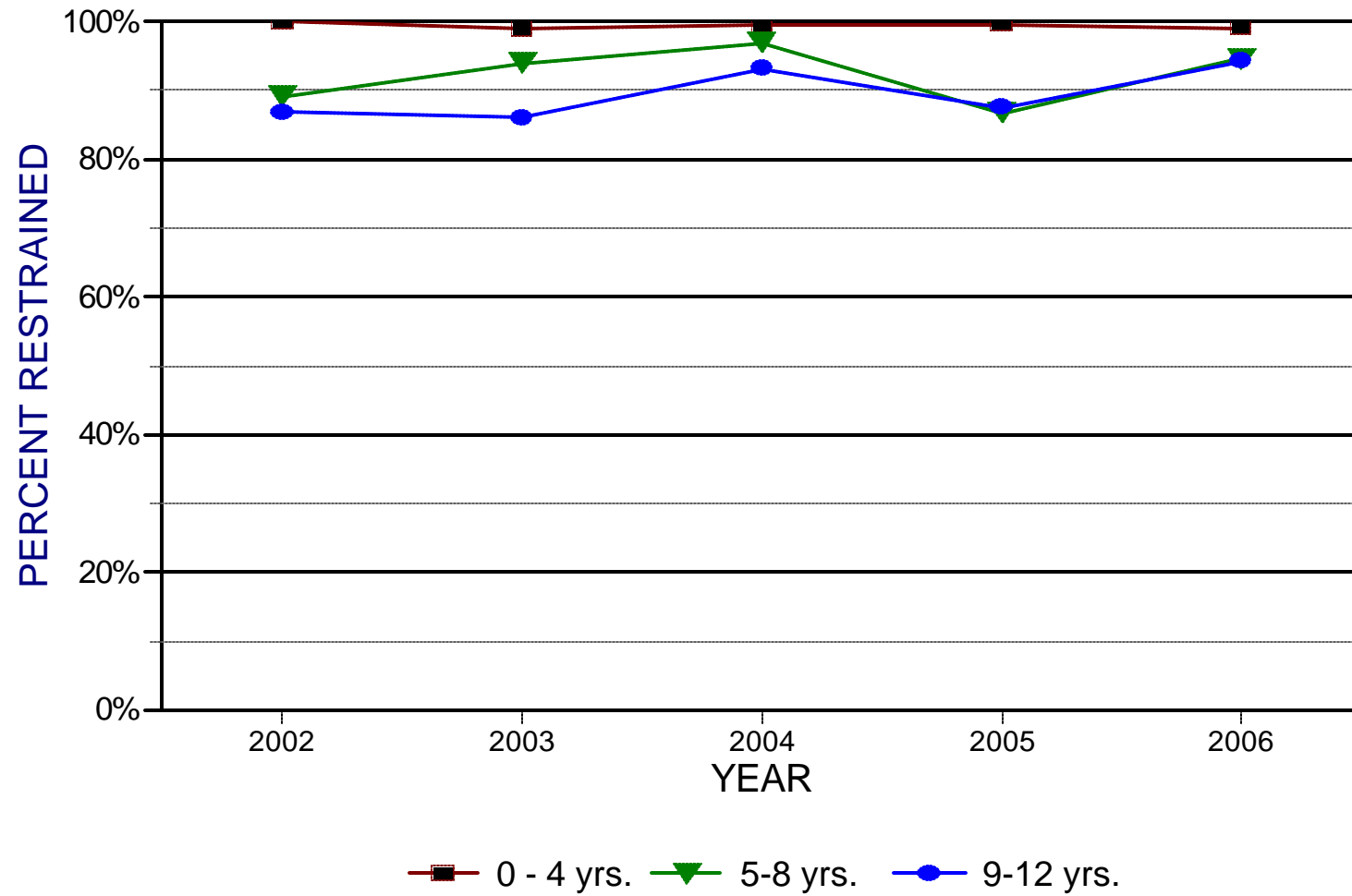


TABLE 4.22: CHILD CRASH INJURIES AND RESTRAINT USE, 2002-2006

AGE	RESTRAINT USE			% Injured
	Yes	No	% Unrestrained	
1	739	3	0.4%	9.5%
2	445	2	0.4%	8.2%
3	386	1	0.3%	10.1%
4	428	4	0.9%	11.6%
5	357	21	5.6%	12.0%
6	347	37	9.6%	15.3%
7	333	27	7.5%	16.3%
8	358	29	7.5%	15.8%
9	319	38	10.6%	16.1%
10	350	35	9.1%	17.2%
11	403	39	8.8%	15.7%
12	372	57	13.3%	15.7%
Total	4,837	293	5.7%	13.4%

The proportion of children who were unrestrained varied considerably by age between 2002-2006 with only .3% of children 3 years old not restrained, compared to 13.3% for 12 year olds. Older children continue to have the lowest levels of restraint use for those subject to Vermont's child restraint law.

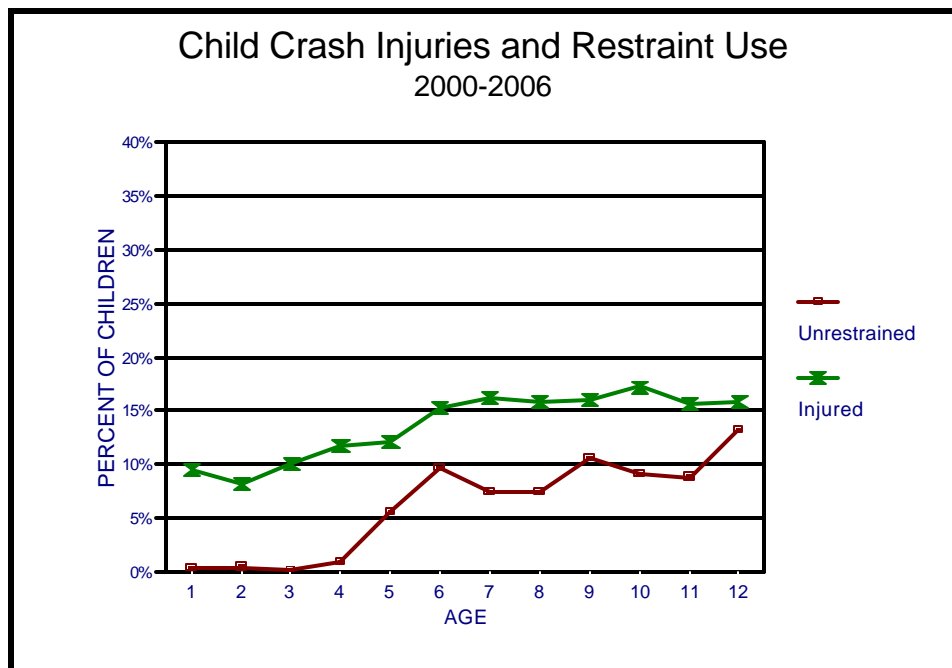


TABLE 4.23: INJURY AND FATALITY RATES BY COUNTY, 2006

COUNTY	PEOPLE KILLED			PEOPLE INJURED			TOTAL		
	POP*		VMT**	POP*		VMT**	POP*		VMT**
	N	RATE	RATE	N	RATE	RATE	N	RATE	RATE
Addison	9	0.24	2.03	222	5.99	50.2	231	6.23	52.2
Bennington	5	0.14	1.18	290	7.85	68.4	295	7.99	69.6
Caledonia	7	0.23	1.68	200	6.48	47.9	207	6.71	49.5
Chittenden	9	0.06	0.62	908	6.05	62.4	917	6.11	63.0
Essex	0	0.00	0.00	30	4.57	41.1	30	4.57	41.1
Franklin	12	0.25	2.33	305	6.33	59.3	317	6.58	61.7
Grand Isle	0	0.00	0.00	41	5.29	42.7	41	5.29	42.7
Lamoille	9	0.37	3.20	177	7.20	63.0	186	7.56	66.2
Orange	5	0.17	1.10	163	5.54	35.9	168	5.71	37.0
Orleans	3	0.11	0.94	177	6.39	55.7	180	6.49	56.6
Rutland	1	0.02	0.14	433	6.80	61.6	434	6.82	61.8
Washington	10	0.17	1.44	341	5.72	49.2	351	5.89	50.6
Windham	10	0.23	1.44	373	8.50	53.7	383	8.72	55.1
Windsor	7	0.12	0.67	484	8.40	46.3	491	8.52	47.0
STATE TOTAL	87	0.14	1.14	4,144	6.64	54.4	4,231	6.78	55.6

* Rate per 1000 population.
 ** Rate per 100 million vehicle miles traveled.

The highest total injury and fatality rates per VMT for 2005 were found in Rutland and Lamoille counties while the lowest occurred in Orange, Grand Isle and Addison counties.

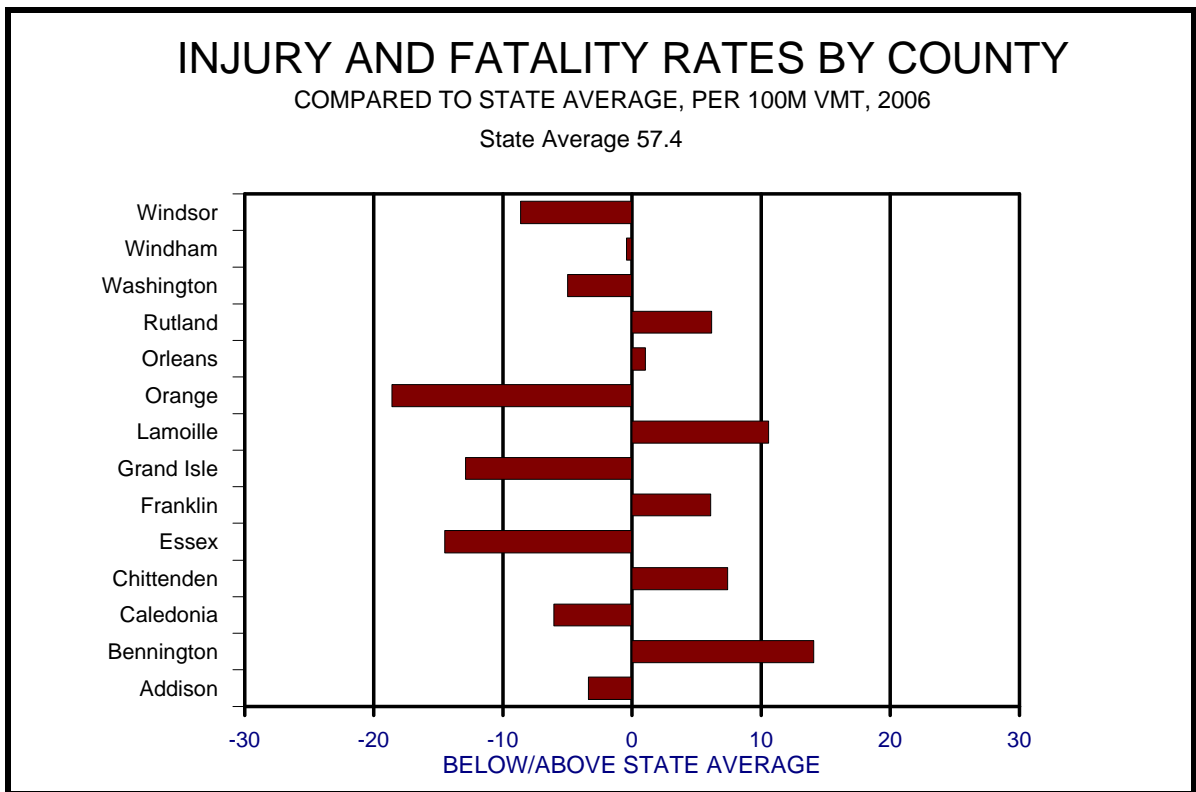


TABLE 4.24: PERSONS KILLED BY AGE GROUP AND SEX, 2006

AGE CATEGORY	MALE			FEMALE			TOTAL		
	N	%	Pop Rate	N	%	Pop Rate	N	%	Pop Rate
Up to 4 years	0	0%	0.00	0	0%	0.00	0	0%	0.00
5-9	0	0%	0.00	0	0%	0.00	0	0%	0.00
10-12	0	0%	0.00	0	0%	0.00	0	0%	0.00
13-14	1	100%	0.12	0	0%	0.00	1	1%	0.06
15-17	3	50%	0.21	3	50%	0.23	6	7%	0.22
18-20	6	75%	0.41	2	25%	0.14	8	9%	0.28
21-24	6	86%	0.35	1	14%	0.06	7	8%	0.21
25-29	6	67%	0.32	3	33%	0.17	9	10%	0.25
30-34	5	100%	0.29	0	0%	0.00	5	6%	0.14
35-39	2	100%	0.10	0	0%	0.00	2	2%	0.05
40-44	5	71%	0.21	2	29%	0.08	7	8%	0.14
45-49	4	57%	0.15	3	43%	0.11	7	8%	0.13
50-54	4	57%	0.16	3	43%	0.12	7	8%	0.14
55-59	3	75%	0.13	1	25%	0.04	4	5%	0.09
60-64	4	80%	0.25	1	20%	0.06	5	6%	0.15
65-69	3	100%	0.26	0	0%	0.00	3	3%	0.13
70-74	2	50%	0.23	2	50%	0.20	4	5%	0.21
75 & older	7	64%	0.45	4	36%	0.16	11	13%	0.27
Total	61	71%	0.20	25	29%	0.08	86	100%	0.14

Forty-three percent of those killed in motor vehicle crashes were under the age of 40. Additionally, 71% of the fatalities were male while 29% were female. The highest rates for males were in the age categories of 18-20 and 75 and older, while for women the highest rates were in the 15-17 and 70-74 age ranges.

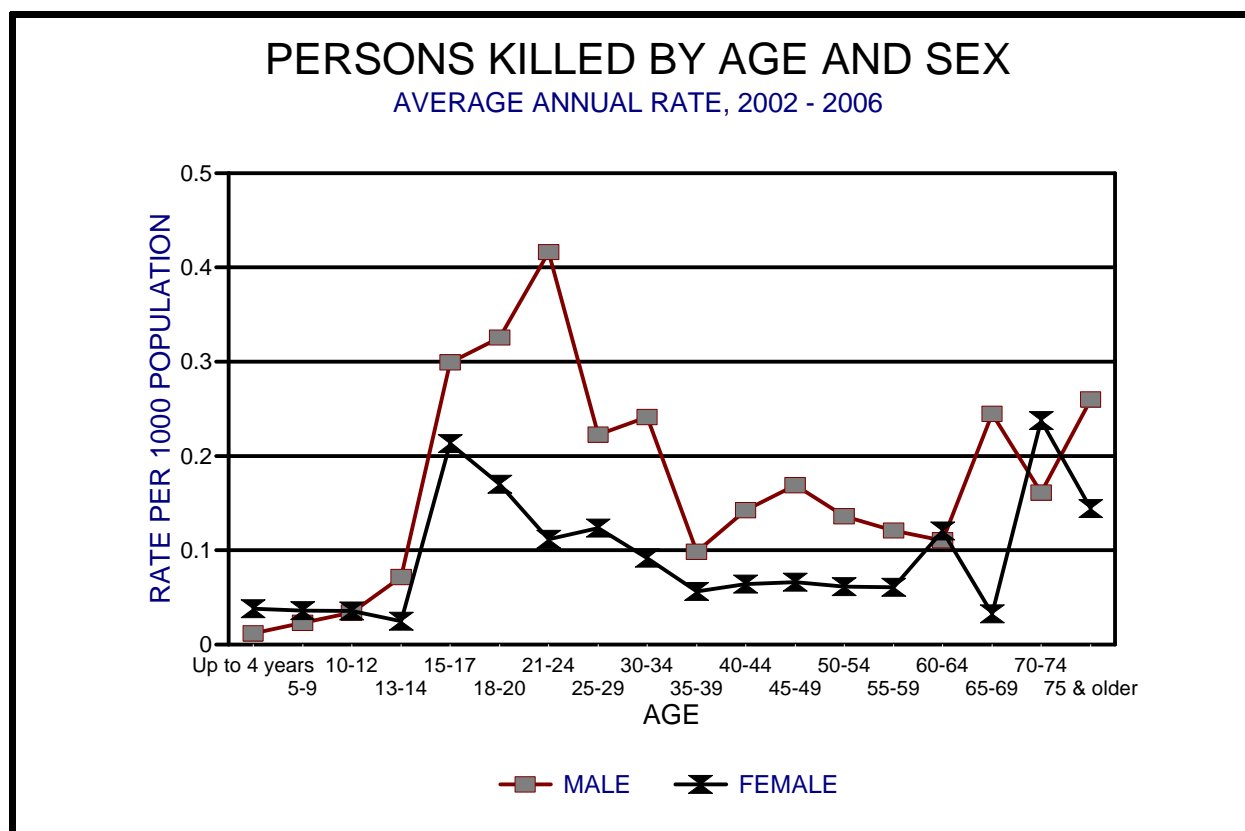


TABLE 4.25: OPERATORS KILLED BY AGE GROUP AND SEX, 2006

AGE CATEGORY	MALE		FEMALE		TOTAL	
	Number	Percent	Number	Percent	Number	Percent
15 to 17 years	2	40%	3	60%	5	7%
18 to 20	5	83%	1	17%	6	9%
21 to 24	5	83%	1	17%	6	9%
25 to 29	5	83%	1	17%	6	9%
30 to 34	4	100%	0	0%	4	6%
35 to 39	2	100%	0	0%	2	3%
40 to 44	5	83%	1	17%	6	9%
45 to 49	4	67%	2	33%	6	9%
50 to 54	4	80%	1	20%	5	7%
55 to 59	2	67%	1	33%	3	4%
60 to 64	4	80%	1	20%	5	7%
65 to 69	3	100%	0	0%	3	4%
70 to 74	2	67%	1	33%	3	4%
75 & older	7	78%	2	22%	9	13%
Total	54	78%	15	22%	69	100%

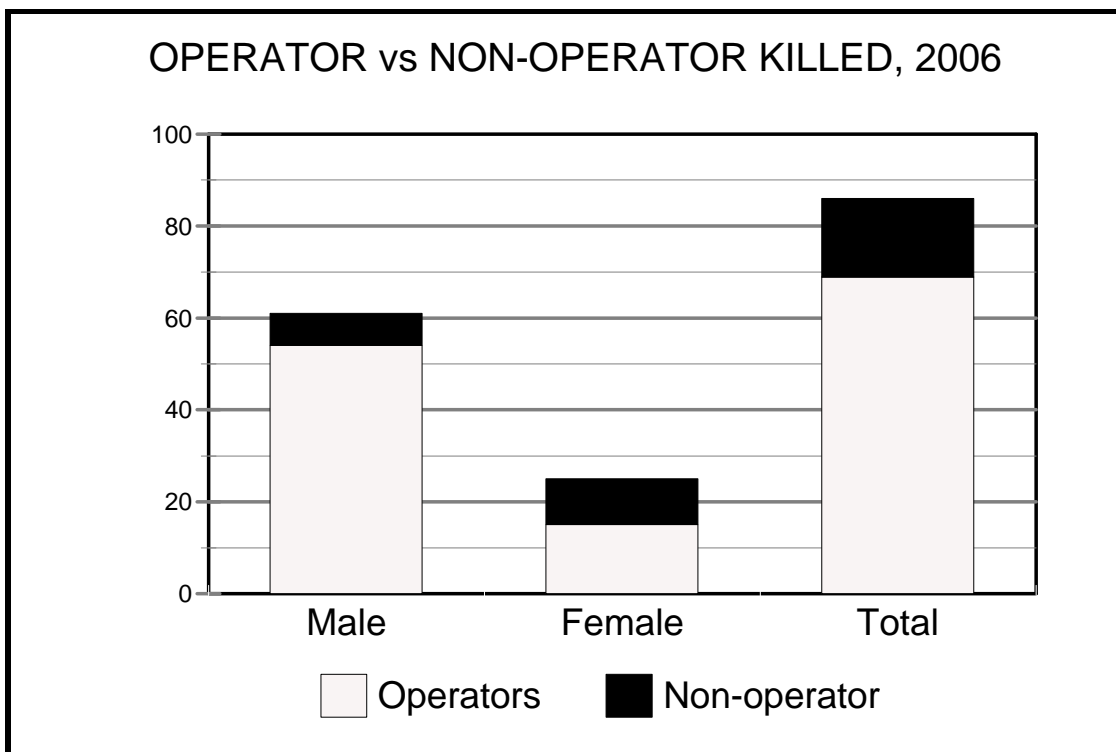


TABLE 4.26: CITATIONS FOR CRASH INVOLVED DRIVERS BY VEHICLE TYPE, 2006

VEHICLE TYPE	CITATIONS CHARGED					
	NO		YES		TOTAL	
	Number	Percent	Number	Percent	Number	Percent
Passenger Car	13,971	89.7%	1,608	10.3%	15,579	100%
Sport Utility	2,488	89.0%	306	11.0%	2,794	100%
Light Truck/Van	3,705	89.7%	424	10.3%	4,129	100%
Large Truck	709	87.0%	106	13.0%	815	100%
Motorcycle/Moped	209	83.9%	40	16.1%	249	100%
Bus	98	99.0%	1	1.0%	99	100%
Other	180	92.3%	15	7.7%	195	100%
Total	21,360	89.5%	2,500	10.5%	23,860	100%

Operators of motorcycles/mopeds were more likely to be charged with a violation in 2006 than were operators of other vehicle types involved in crashes. Bus operators were less likely to be charged with a violation than were operators of other vehicle types.

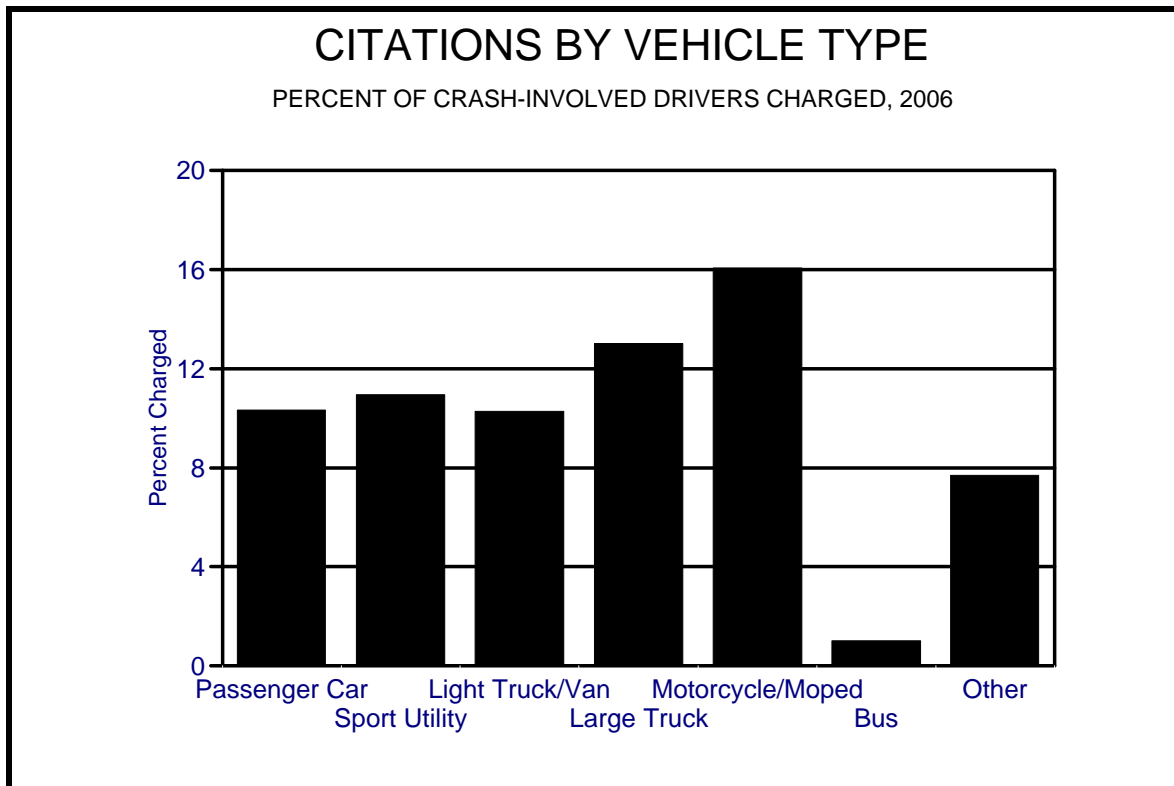


TABLE 4.27: CITATIONS FOR SPORT/PICKUP TRUCKS IN CRASHES, 2006

<u>VIOLATION</u>	<u>NUMBER</u>	<u>% OF TOTAL CITATIONS</u>
DUI	9	0.9%
Speeding	198	20.4%
Operating without insurance	129	13.3%
DLS	5	0.5%
Leaving scene of accident	5	0.5%
Following too closely	61	6.3%
Operating without license	33	3.4%
Careless & negligent	1	0.1%
Fail to yield	24	2.5%
Not registered	40	4.1%
Defective equipment	15	1.5%
Driving in road laned for traffic	141	14.5%
Driving to right	43	4.4%
Vehicle not inspected	9	0.9%
Limilt on backing	18	1.9%
Failure to yield vehicle turning left	17	1.8%
Enter from private road	12	1.2%
Limit on passing	12	1.2%
Under 18/21 & .02% or more alc conc	5	0.5%
Minor (16+) consumption of alcohol	7	0.7%
Traffic control signal/device	9	0.9%
Operating w/o owner consent	0	0.0%
Permitting Illegal operation	0	0.0%
All other	178	18.3%
Total	971	100%

Speeding, operating without insurance, following too closely and driving in road laned for traffic were the most common citations issued for crashes involving sport utility vehicles and pick-up trucks in 2006. About 14.6% of the sport/pick-up truck drivers charged in a crash were operating their vehicles illegally.

TABLE 4.28: CITATIONS FOR MOTORCYCLE/MOPEDS IN CRASHES, 2006

<u>CITATION</u>	<u>NUMBER</u>	<u>% of TOTAL CITATIONS</u>
Operating without insurance	11	17.5%
Operating without license	12	19.0%
DLS	1	1.6%
Not registered	7	11.1%
Speeding	4	6.3%
Driving in road laned for traffic	10	15.9%
DUI	0	0.0%
Careless/negligent operation	0	0.0%
All other	18	28.6%
Total	63	100%

About 26% of motorcycle and moped operators charged in a crash were operating their vehicles illegally in 2006. The most frequent citations in such crashes were operating without insurance, operating without license and driving in a road laned for traffic.

TABLE 4.29: DUI CHARGES, CONVICTIONS, AND CRASHES, 2006

<u>OFFENSE/CRASH</u>	<u>NUMBER</u>	<u>PERCENT OF DUI CHARGES</u>
DUI Charges*	4,220	100.0
DUI Convictions*	3,081	73.0
Crash Operators Using Alcohol**	903	21.4
Crash Operators Charged with DUI	20	0.5

* Based on the number of charges and convictions, not the number of persons charged and/or convicted. Included are charges and/or convictions for all DUI offenses.
** Operators using alcohol, whether charged with DUI or not, are included in this category.

About 21.3% of DUI charges filed in 2006 resulted from an alcohol related crash. This is nearly the same as the 2005 level.

DUI Charges, Convictions and Alcohol Related Crashes, 2006

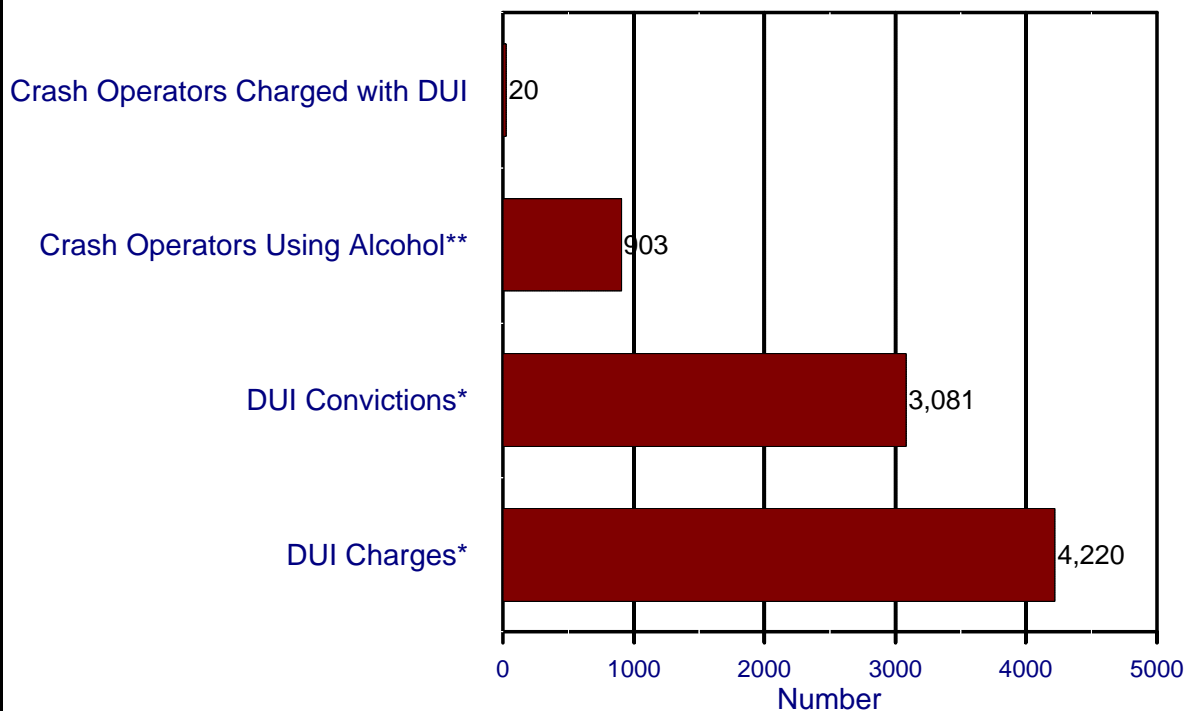


TABLE 4.30: AGE OF DUI, ALCOHOL INVOLVED AND ALL CRASH OPERATORS, 2006

AGE	CHARGED WITH DUI			ALCOHOL INVOLVED*			ALL CRASH OPERATORS**		
	Number	Percent	Rate***	Number	Percent	Rate***	Number	Percent	Rate***
Under 15	0	0.0	NA	0	0.0	NA	25	0.1	NA
15-17	0	0.0	0.00	32	3.6	1.63	1,432	6.6	72.86
18-20	0	0.0	0.00	78	8.7	3.01	2,300	10.6	88.63
21-24	5	25.0	0.13	199	22.1	5.31	2,399	11.0	63.96
25-34	5	25.0	0.06	225	25.0	2.50	3,693	17.0	41.08
35-44	3	15.0	0.03	174	19.3	1.78	3,739	17.2	38.21
45+	7	35.0	0.02	192	21.3	0.68	8,123	37.4	28.88
TOTAL	20	100.0	0.04	900	100.0	1.63	21,711	100.0	39.32

*Includes operators who had used alcohol, whether or not charged with DUI.
 **Operators in all crashes, for comparison purposes.
 ***Rates are per 1,000 licensed drivers in each category.
 Note: Cases with unknown age are excluded from the table.

The highest rates for DUI and alcohol involved crash operators in 2005 were for persons between 18 and 24 years of age. Crash rates for all operators were highest among persons in the age range of 15-24.

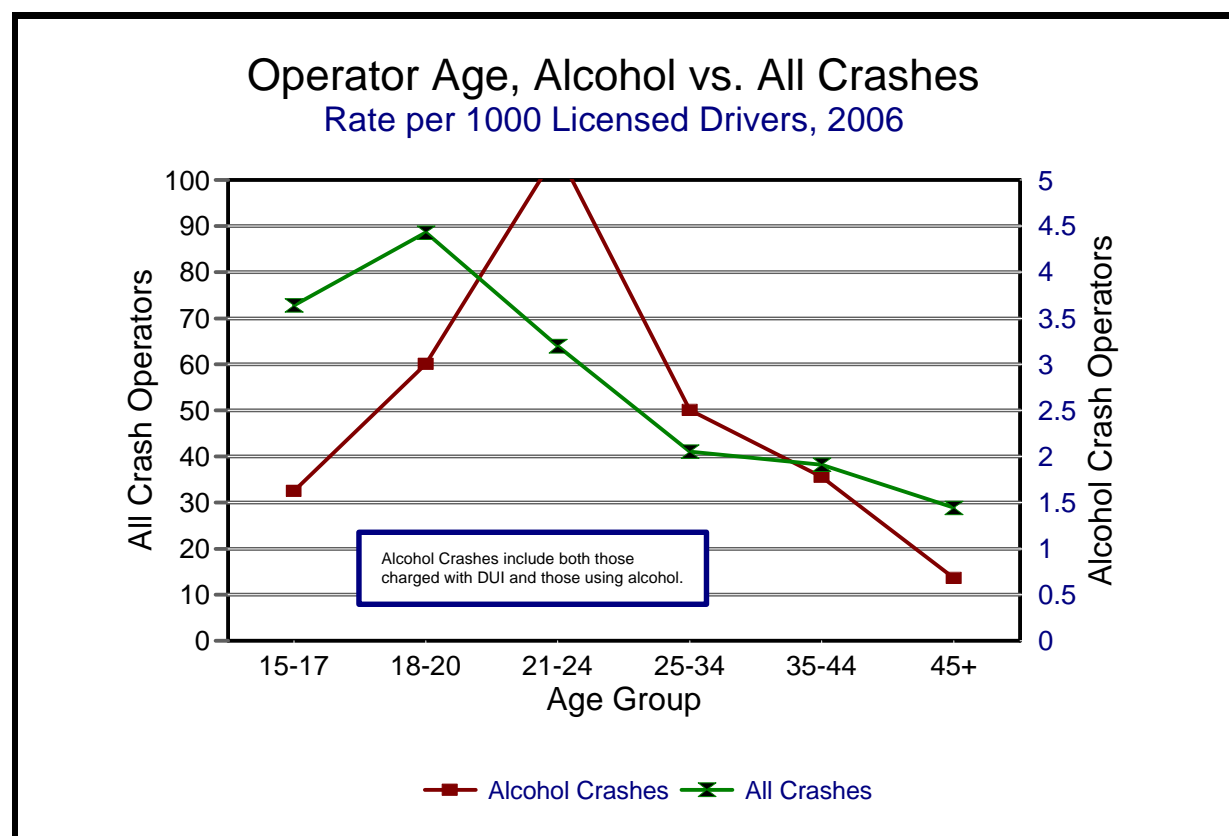


TABLE 4.31: OPERATOR BLOOD ALCOHOL CONCENTRATION BY AGE GROUP, TESTED OPERATORS, 2006

AGE GROUP	BLOOD ALCOHOL CONCENTRATION												Total		% Above .08	
	.039 or less		.040-.079		.080-.119		.120-.159		.160-.199		.20 & above					
	N	%	N	%	N	%	N	%	N	%	N	%	N	%	Mean	
15 to 17 years	2	10%	6	29%	6	29%	3	14%	4	19%	0	0%	21	100%	.096	62%
18 to 20	7	11%	14	23%	20	33%	10	16%	7	11%	3	5%	61	100%	.093	66%
21 to 24	7	5%	27	21%	26	20%	43	33%	20	15%	8	6%	131	100%	.12	74%
25 to 29	15	15%	11	11%	19	19%	32	31%	14	14%	11	11%	102	100%	.15	75%
30 to 34	5	9%	11	20%	10	18%	6	11%	14	25%	9	16%	55	100%	.13	71%
35 to 39	10	18%	9	16%	8	14%	14	25%	6	11%	10	18%	57	100%	.13	67%
40 to 44	1	2%	8	14%	14	24%	15	25%	12	20%	9	15%	59	100%	.15	85%
45 to 49	5	9%	7	13%	11	21%	9	17%	11	21%	10	19%	53	100%	.13	77%
50 & older	10	13%	11	14%	14	18%	18	24%	13	17%	10	13%	76	100%	.13	72%
	0															
Total	62	10%	104	17%	128	21%	150	24%	101	16%	70	11%	615	100%	.13	73%

The age group with the highest average blood alcohol percent was for the 45-49 year olds while the lowest was found for the 15-17 year olds. About 73% of tested operators were at or above the .08 BAC level.

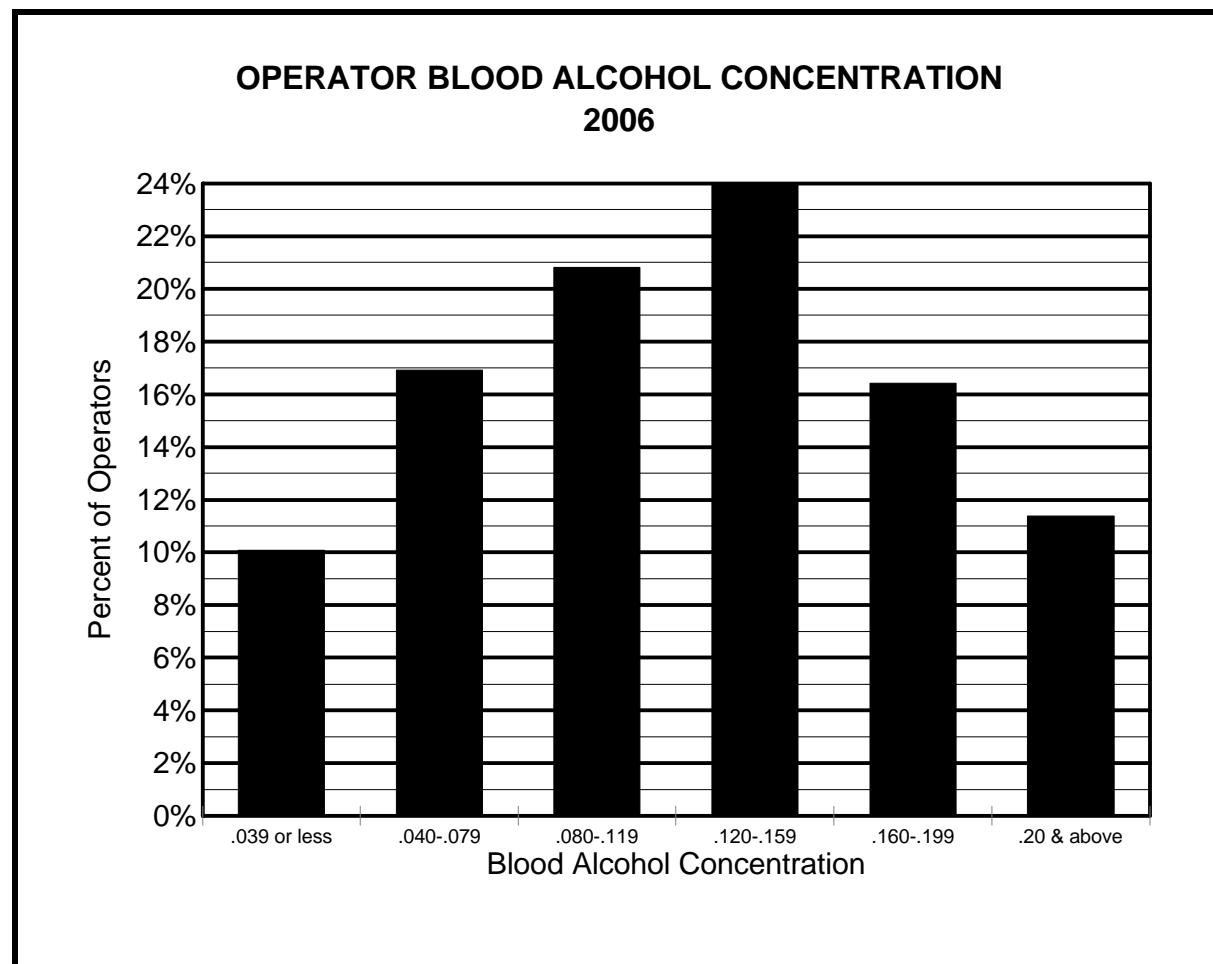


TABLE 4.32: SEX OF DUI, ALCOHOL INVOLVED AND ALL CRASH OPERATORS, 2006

SEX	DUI*			ALCOHOL INVOLVED**			ALL CRASH OPERATORS***		
	Number	Percent	Rate****	Number	Percent	Rate****	Number	Percent	Rate****
Male	15	75.0	0.05	670	74.3	2.43	12,154	55.7	44.08
Female	5	25.0	0.02	232	25.7	0.84	9,660	44.3	34.95
TOTAL	20	100	0.04	902	100.0	1.63	21,814	100	39.51

*Includes only operators charged with DUI.
 **Includes operators who had used alcohol, but were not charged with DUI as well as those who were charged.
 ***Operators in all crashes, for comparison purposes.
 ****Rates are per 1,000 licensed drivers in each category.
 Note: Cases with unknown sex are excluded from the table.

Over 7 out of 10 operators in alcohol involved crashes were male, compared to about 6 out of 10 operators in all crashes.

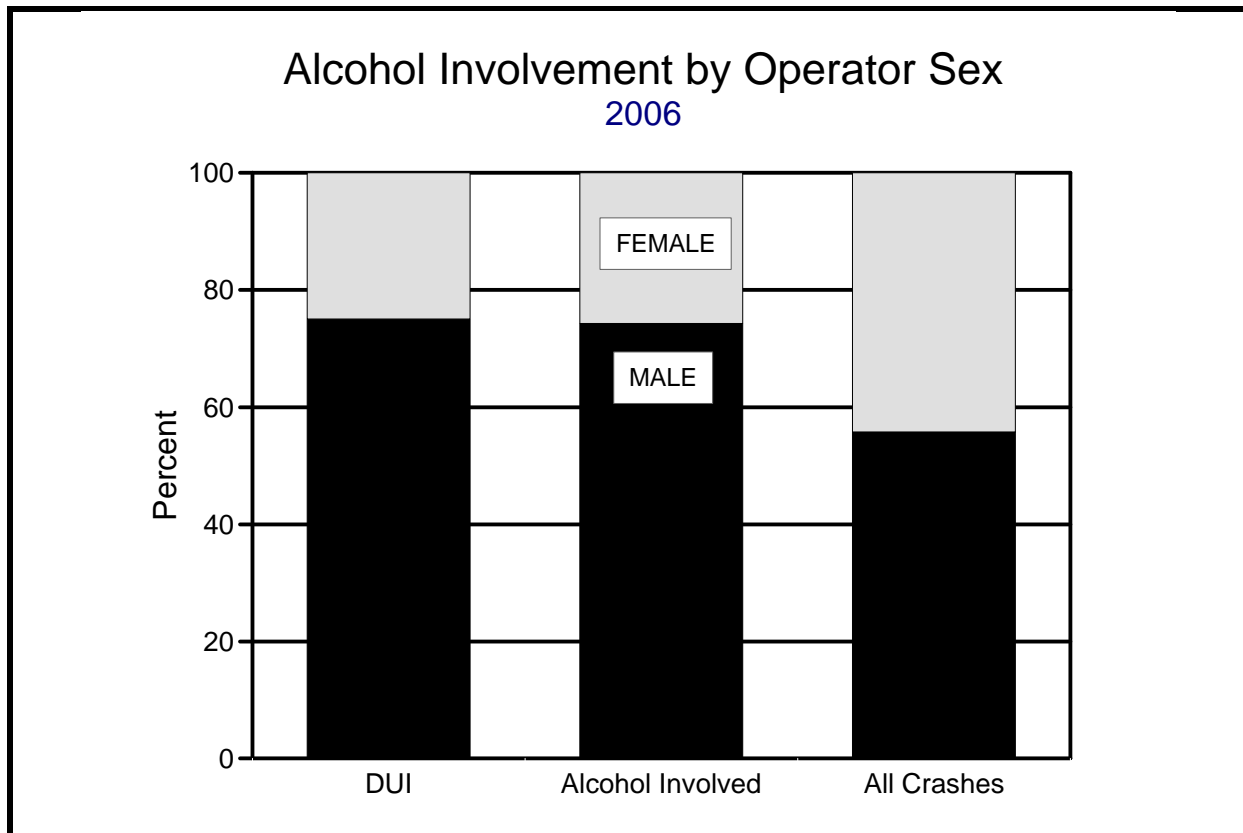


TABLE 4.33: TIME OF DAY FOR DUI CRASHES, 2006

<u>TIME</u>	<u>NUMBER</u>	<u>PERCENT</u>
Early Morning (2-6 am)	5	25.0
Morning (6-10 am)	0	0.0
Midday (10 am-2 pm)	0	0.0
Afternoon (2-6 pm)	1	5.0
Evening (6-10 pm)	11	55.0
Night (10 pm-2 am)	3	15.0
TOTAL	20	100.0

95% of all DUI-cited crashes in 2006 occurred during the nighttime hours of 6:00 pm to 6:00 am.

TABLE 4.34: DAY OF WEEK OF DUI CRASHES, 2006

<u>DAY</u>	<u>NUMBER</u>	<u>PERCENT</u>
Sunday	4	20.0
Monday	3	15.0
Tuesday	3	15.0
Wednesday	0	0.0
Thursday	3	15.0
Friday	4	20.0
Saturday	3	15.0
TOTAL	20	100.0
Weekend (6pm Fri-6am Mon)	11	55.0
Weekday	9	45.0
Friday eve (6pm-8am Sat)	5	25.0
Saturday eve (6pm-8am Sun)	1	5.0
All other times	14	70.0

The largest number of DUI crashes occurred on Sunday (20%) and Friday (20%) in 2006, with 18% more DUI crashes occurring on weekends than on weekdays.

FIGURE 4.6: DUI CRASHES BY HOUR AND DAY, 2006

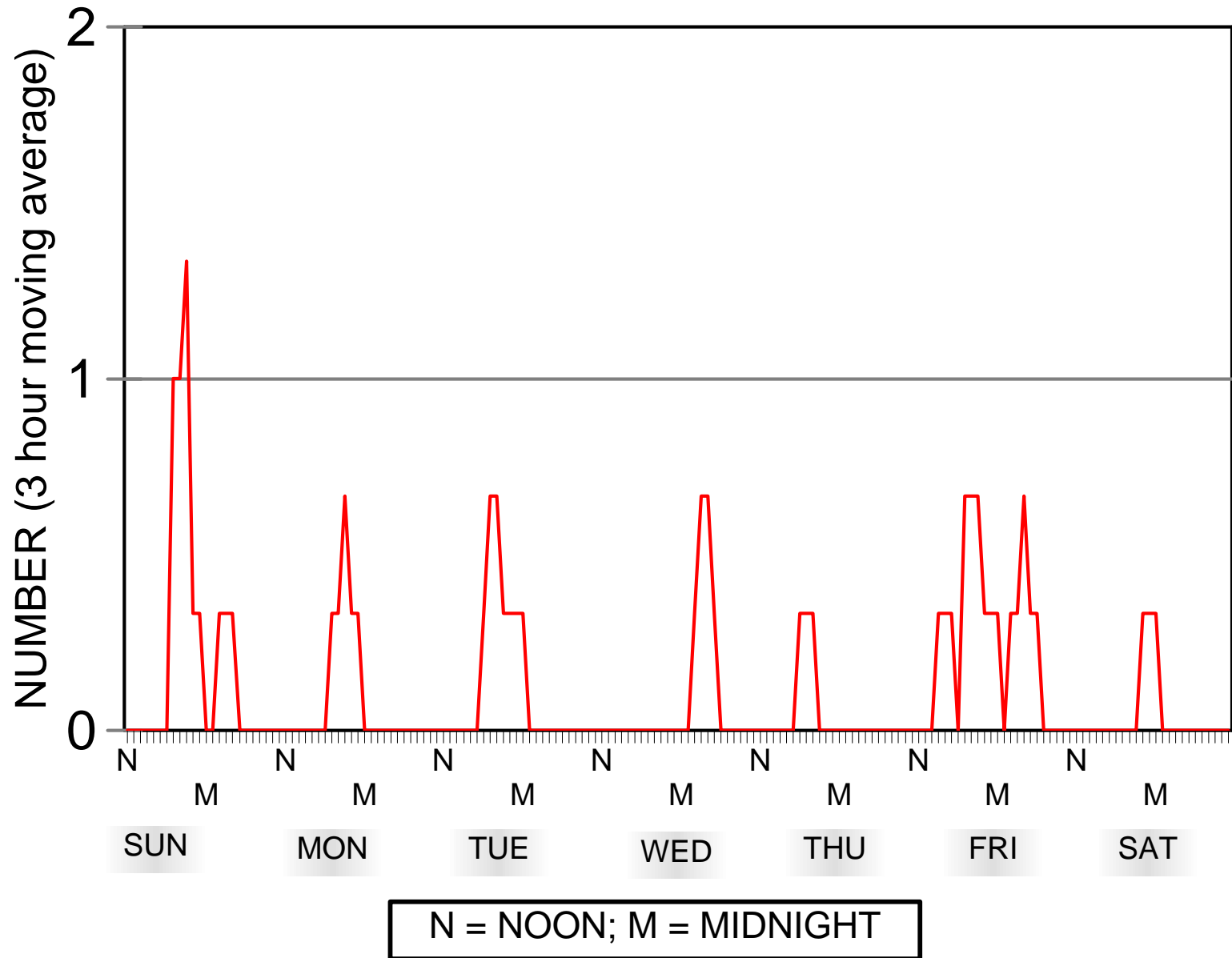


TABLE 4.35: MONTH OF DUI CRASHES, 2002-2006

MONTH	NUMBER OF CRASHES					2002-2006	
	2002	2003	2004	2005	2006	NUMBER	PERCENT
January	6	5	11	1	2	25	8.3%
February	12	9	2	0	2	25	8.3%
March	12	13	4	0	0	29	9.6%
April	9	7	6	1	0	23	7.6%
May	10	6	5	1	1	23	7.6%
June	15	9	6	1	1	32	10.6%
July	18	6	4	1	1	30	9.9%
August	13	12	3	1	2	31	10.3%
September	12	6	3	1	2	24	7.9%
October	10	4	1	1	3	19	6.3%
November	10	3	0	7	4	24	7.9%
December	4	7	3	1	2	17	5.6%
TOTAL	131	87	48	16	20	302	100%
AVERAGE	11	7	4	1	2	25	8.3%

For the five year period 2002-2006, DUI-cited crashes occurred at a fairly constant rate per month. Slightly higher than the average number of crashes occurred during the months of March, June July and August.

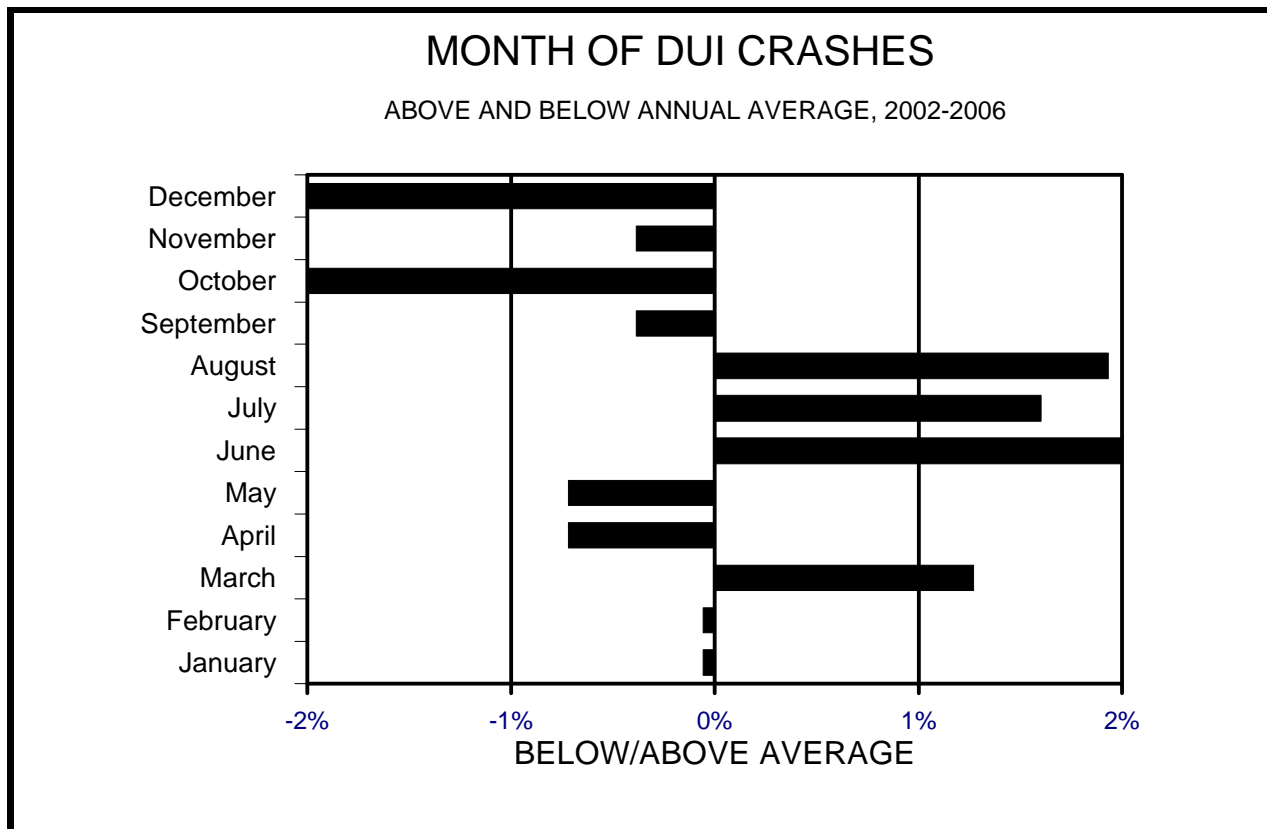


TABLE 4:36: ALCOHOL INVOLVED CRASHES AND DUI CHARGE RATES BY COUNTY, 2006

COUNTY	ALCOHOL CRASHES				DUI CHARGES			
	NUMBER	%	POP. RATE*	VTM RATE**	NUMBER	%	POP. RATE*	VTM RATE**
Addison	46	5.1	1.50	10.55	182	4.3	5.94	41.73
Bennington	40	4.5	1.29	9.14	201	4.8	6.50	45.95
Caledonia	57	6.4	2.26	13.42	191	4.5	7.57	44.97
Chittenden	186	20.8	1.50	12.17	872	20.7	7.05	57.08
Essex	4	0.4	0.73	5.56	20	0.5	3.63	27.78
Franklin	60	6.7	1.57	11.99	158	3.8	4.15	31.58
Grand Isle	6	0.7	0.93	6.39	8	0.2	1.24	8.51
Lamoille	52	5.8	2.57	19.09	155	3.7	7.66	56.92
Orange	50	5.6	2.05	11.14	115	2.7	4.72	25.62
Orleans	31	3.5	1.35	9.76	157	3.7	6.83	49.44
Rutland	88	9.8	1.64	12.11	380	9.0	7.10	52.29
Washington	79	8.8	1.59	10.81	562	13.3	11.33	76.92
Windham	109	12.2	2.96	15.47	823	19.5	22.34	116.84
Windsor	86	9.6	1.76	8.40	386	9.2	7.90	37.68
TOTAL	894	100.0	1.73	11.58	4,210	100.0	8.14	54.55

* Rate per 1,000 population, based on 2006 population age 15 or greater.
 ** Rate per 100 Million Vehicle Miles Traveled.

Lamoille county experienced the highest rate of alcohol involved crashes per VMT, followed by Windham county. The lowest rates were found in Essex and Grand Isle counties. Windham county had the highest DUI charge rates based on vehicle miles traveled, followed by Lamoille and Chittenden counties.

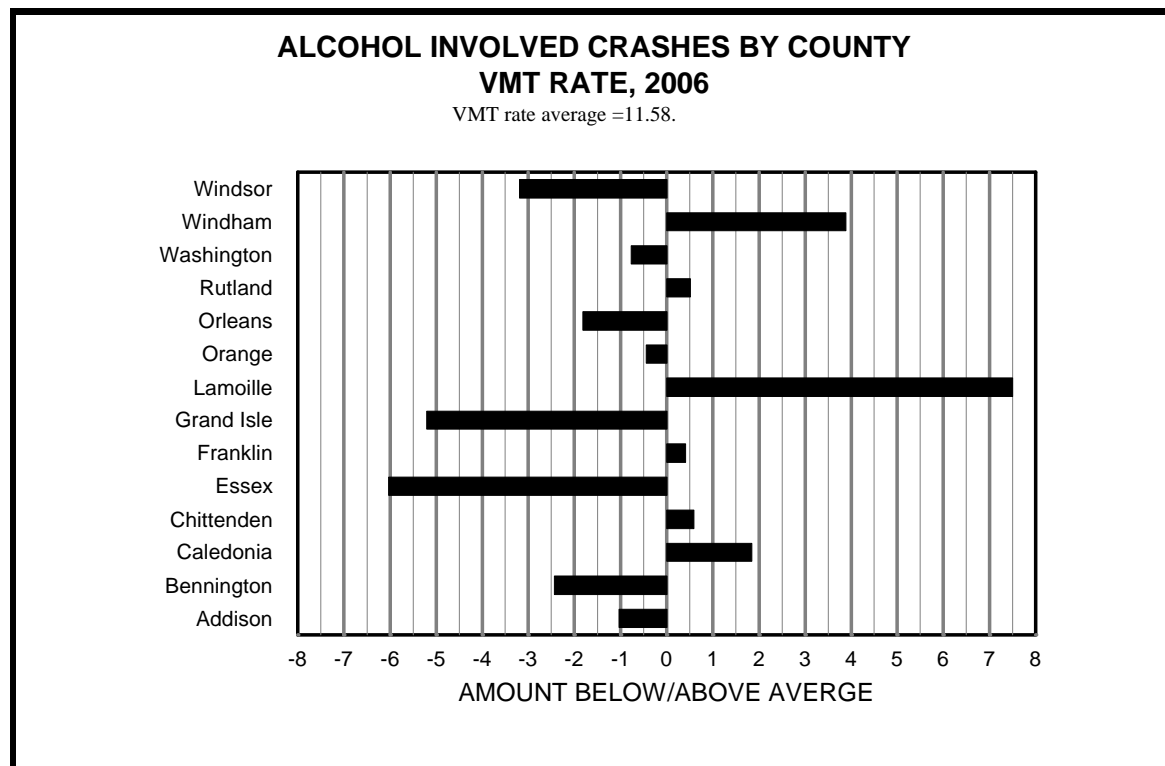


TABLE 4.37: DUI CHARGES* BY COUNTY, AND MONTH OF OFFENSE, 2006

County	January	February	March	April	May	June	July	August	September	October	November	December	Total
Addison	15	5	13	13	23	17	22	19	7	13	20	15	182
Bennington	7	12	23	15	21	18	12	16	25	19	18	15	201
Caledonia	22	13	11	16	23	17	11	17	13	13	21	14	191
Chittenden	79	79	61	71	76	65	85	70	72	79	66	69	872
Essex	2	2	0	0	1	3	3	0	3	1	0	5	20
Franklin	11	9	14	19	15	17	19	10	8	8	14	14	158
Grand Isle	0	0	1	1	1	1	1	1	0	1	0	1	8
Lamoille	13	24	13	16	7	6	11	8	17	12	10	18	155
Orange	7	8	4	9	12	10	7	9	12	11	17	9	115
Orleans	17	11	12	12	23	5	10	16	11	15	13	12	157
Rutland	34	25	32	34	43	29	24	26	39	36	25	33	380
Washington	60	38	58	63	36	34	53	46	62	40	36	36	562
Windham	102	69	81	57	49	69	75	62	51	73	71	64	823
Windsor	36	41	32	26	30	32	30	24	30	35	30	40	386
Total	405	336	355	352	360	323	363	324	350	356	341	345	4,210

* Based on the number of charges, not the number of people charged.

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TABLE 4.38: DUI CITED CRASHES BY COUNTY AND TYPE, 2006

COUNTY	CRASH TYPE			TOTAL	TOTAL RATE PER 1000 POPULATION*	TOTAL RATE PER 100 MILLION VEHICLE MILES
	FATAL	INJURY	PROPERTY			
Addison	0	2	4	6	0.20	1.38
Bennington	0	0	1	1	0.03	0.23
Caledonia	0	0	0	0	0.00	0.00
Chittenden	0	0	2	2	0.02	0.13
Essex	0	0	0	0	0.00	0.00
Franklin	0	0	0	0	0.00	0.00
Grand Isle	0	0	0	0	0.00	0.00
Lamoille	0	1	1	2	0.10	0.73
Orange	0	0	1	1	0.04	0.22
Orleans	0	0	0	0	0.00	0.00
Rutland	0	0	0	0	0.00	0.00
Washington	0	1	0	1	0.02	0.14
Windham	0	3	4	7	0.19	0.99
Windsor	0	0	0	0	0.00	0.00
TOTAL	0	7	13	20		
STATE AVERAGE	0.00	0.50	0.93	1.43	0.04	0.25

* Rate based on 2004 population age 15 or greater.

About 35% of DUI cited crashes involved an injury in 2006. Addison and Windham counties experienced the highest rates of DUI cited crashes per VMT in 2006. There were no DUI cited fatalities in 2006. counties.

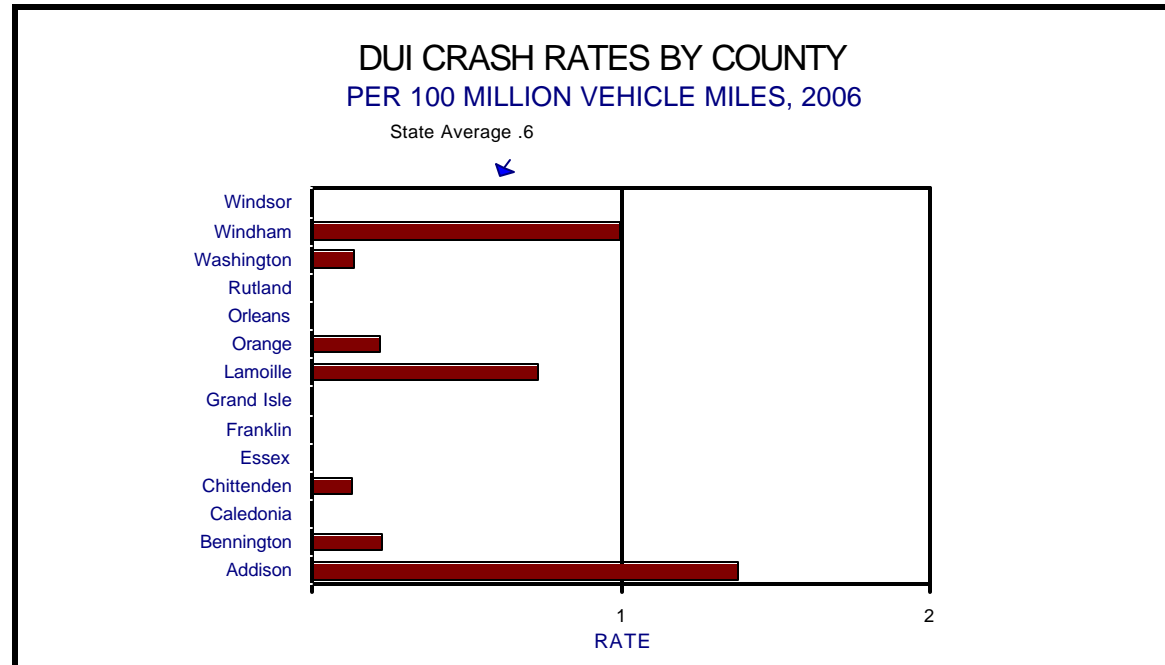
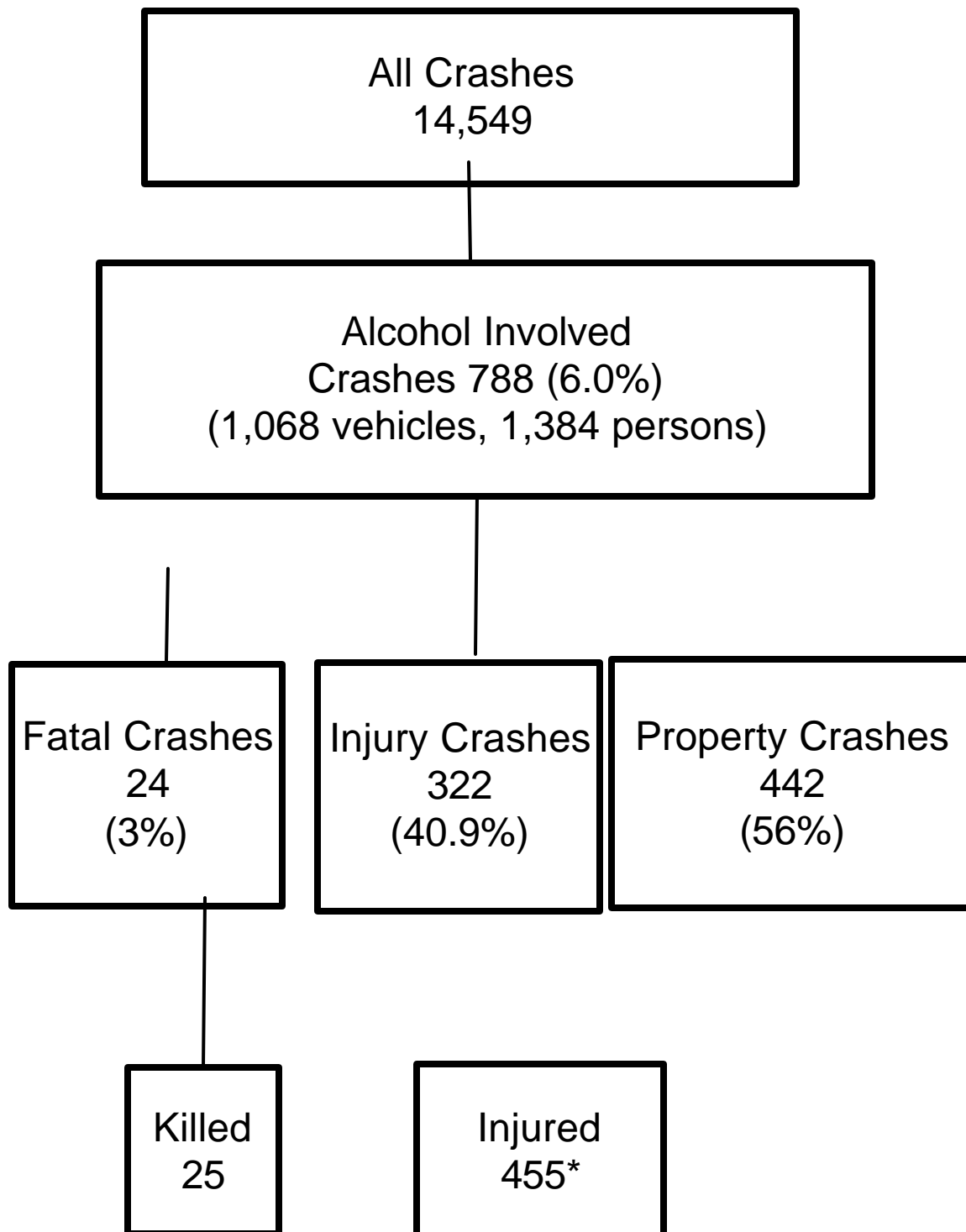


FIGURE 4.7: 2006 ALCOHOL INVOLVED CRASHES
BY TYPE OF CRASH



NOTE: Crashes identified as those in which the operator had used alcohol.

* Includes persons injured in fatal crashes.

**TABLE 4.39: PEDESTRIANS & BICYCLISTS INVOLVED IN VEHICLE CRASHES
BY OPERATOR CONTRIBUTING CIRCUMSTANCES, 2006**

CONTRIBUTING CIRCUMSTANCE	PEDESTRIANS		BICYCLISTS	
	NUMBER	PERCENT	NUMBER	PERCENT
Driving too fast for conditions	2	2%	1	2%
Failure to keep in proper lane/off road	2	2%	0	0%
Operating vehicle recklessly	3	3%	0	0%
Visibility obstructed	7	8%	6	9%
Excessive speed	1	1%	0	0%
Following too closely	2	2%	1	2%
Improper turn	0	0%	2	3%
Disregarded traffic signs, signals	3	3%	1	2%
Failure to yield	10	12%	17	26%
Inattention	32	37%	15	23%
Wrong side or wrong way	0	0%	0	0%
Fell asleep	0	0%	0	0%
Under influence of medication/drugs/alcohol	6	7%	0	0%
Operating defective equipment	1	1%	0	0%
Distraction caused by technology	1	1%	1	2%
Distracted	1	1%	4	6%
Swerving due to wind, slippery surface, etc	0	0%	1	2%
Unknown/other	15	17%	16	25%
Total	86	100%	65	100%

Operator contributing circumstances for vehicle crashes where pedestrians were involved were most often failure to yield and inattention. For vehicle crashes involving bicyclists, frequent contributing circumstances of operators were failure to yield the right of way, inattention and visibility obstructed.

**TABLE 4.40: PEDESTRIAN & BICYCLIST CONTRIBUTING ACTION IN VEHICLE
CRASHES, 2006**

PEDESTRIAN/BICYCLIST ACTION	PEDESTRIANS		BICYCLISTS	
	NUMBER	PERCENT	NUMBER	PERCENT
Improper crossing	16	12%	18	15%
Darting	16	12%	15	13%
Lying and/or illegally in roadway	3	2%	0	0%
Failure to yield right of way	4	3%	6	5%
Not visible (dark clothing)	8	6%	2	2%
Inattention	6	5%	12	10%
Failure to obey traffic signs, signals or officer	5	4%	2	2%
Wrong side of road	3	2%	7	6%
Unknown/other	72	54%	55	47%
Total	133	100%	117	100%

Contributing action of pedestrians in vehicle crashes where pedestrians were involved were most often improper crossing, not visible and darting. For vehicle crashes involving bicyclists, bicyclists commonly crossed improperly, darted, failed to yield the right of way or were on the wrong side of the road.

TABLE 4.41: PEDESTRIANS AND BICYCLISTS INVOLVED IN VEHICLE CRASHES, BY INJURY SEVERITY, 2006

INJURY SEVERITY	PEDESTRIANS		BICYCLISTS		TOTAL	
	Number	Percent	Number	Percent	Number	Percent
Fatal	0	0%	0	0%	0	0%
Incapacitating	22	16%	13	11%	35	14%
Non-incapacitating	75	54%	52	44%	127	49%
Possible Injury	22	16%	23	19%	45	17%
Not Injured	17	12%	27	23%	44	17%
Unknown	3	2%	4	3%	7	3%
Total	139	100.0%	119	100.0%	258	100%

Around 16% of pedestrians involved in vehicle crashes were seriously injured in 2006. Bicyclists involved in vehicle crashes were less likely to be seriously injured than pedestrians, although both pedestrians and bicyclists are likely to be injured in crashes.

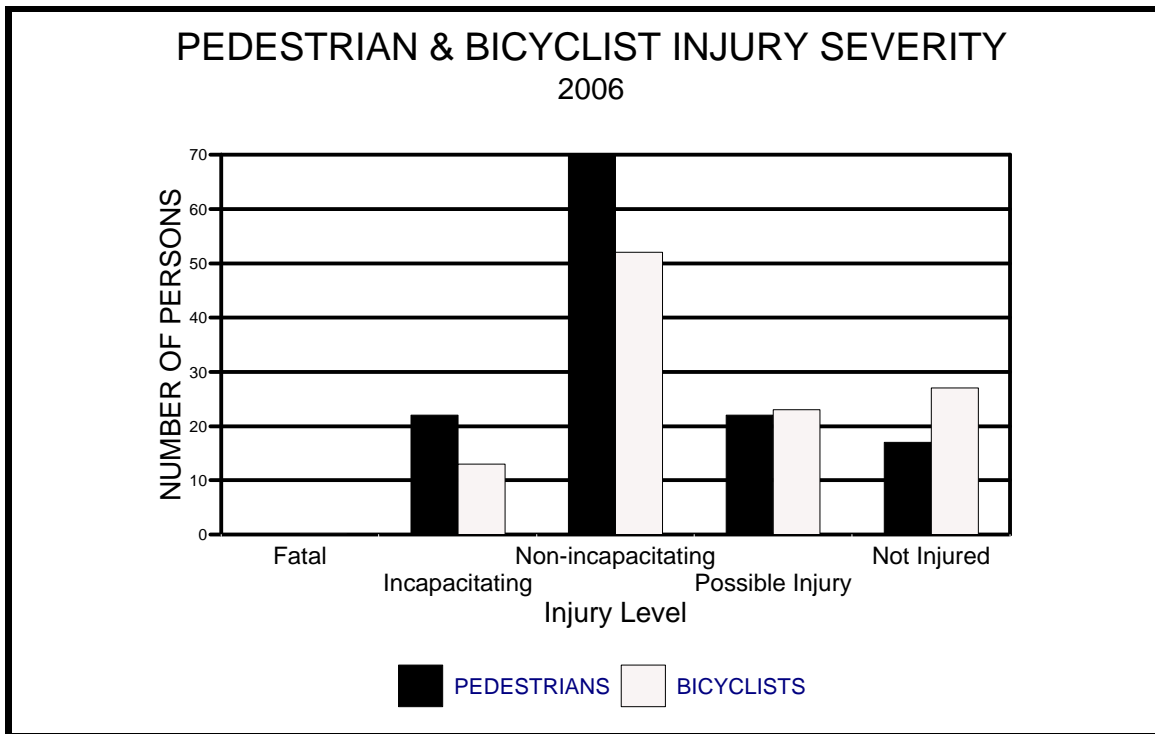


TABLE 4.42: OPERATOR CONTRIBUTING CIRCUMSTANCES OF PEDESTRIAN AND BICYCLE CRASHES BY WEATHER, 2006

CONTRIBUTING CIRCUMSTANCE	PEDESTRIANS		BICYCLISTS	
	CLEAR/ CLOUDY	RAIN/ SNOW/FOG	CLEAR/ CLOUDY	RAIN/ SNOW/FOG
Driving too fast for conditions	0	2	1	0
Failure to keep in proper lane/off road	0	2	0	0
Operating vehicle recklessly	3	0	0	0
Visibility obstructed	5	2	6	0
Excessive speed	0	1	0	0
Following too closely	2	0	1	0
Improper turn	0	0	2	0
Disregarded traffic signs, signals	1	2	1	0
Failure to yield	9	1	13	1
Inattentive	26	6	14	1
Wrong side or wrong way	0	0	0	0
Fell asleep	0	0	0	0
Under influence of medication/drugs/alcohol	5	1	0	0
Operating defective equipment	1	0	0	0
Distraction caused by technology	1	0	1	0
Distracted	1	2	4	0
Swerving due to wind, slippery surface, etc	0	1	1	0
Other/unknown	10	1	15	1
TOTAL	64	21	59	3

Cases with unknown weather were excluded.

TABLE 4.43: PEDESTRIAN AND BICYCLIST CONTRIBUTING ACTION BY WEATHER, 2006

PEDESTRIAN/BICYCLIST ACTION	PEDESTRIANS		BICYCLISTS	
	CLEAR/ CLOUDY	RAIN/ SNOW/FOG	CLEAR/ CLOUDY	RAIN/ SNOW/FOG
Improper crossing	13	3	15	2
Darting	13	3	14	1
Lying and/or illegally in roadway	3	0	0	0
Failure to yield right of way	4	0	6	0
Not visible (dark clothing)	5	3	2	0
Inattention	4	2	10	1
Failure to obey traffic signs, signals or officer	4	1	2	0
Wrong side of road	1	2	7	0
Other/unknown	52	18	48	3
TOTAL	99	32	104	7

Cases with unknown weather were excluded.

TABLE 4.44: TIME OF DAY FOR PEDESTRIAN & BICYCLIST CRASHES, 2006

TIME	PEDESTRIAN	BICYCLIST
Early Morning (2-6 am)	3	1
Morning (6-10 am)	18	12
Midday (10 am-2 pm)	28	28
Afternoon (2-6 pm)	36	43
Evening (6-10 pm)	25	30
Night (10 pm-2 am)	12	4
TOTAL	122	118

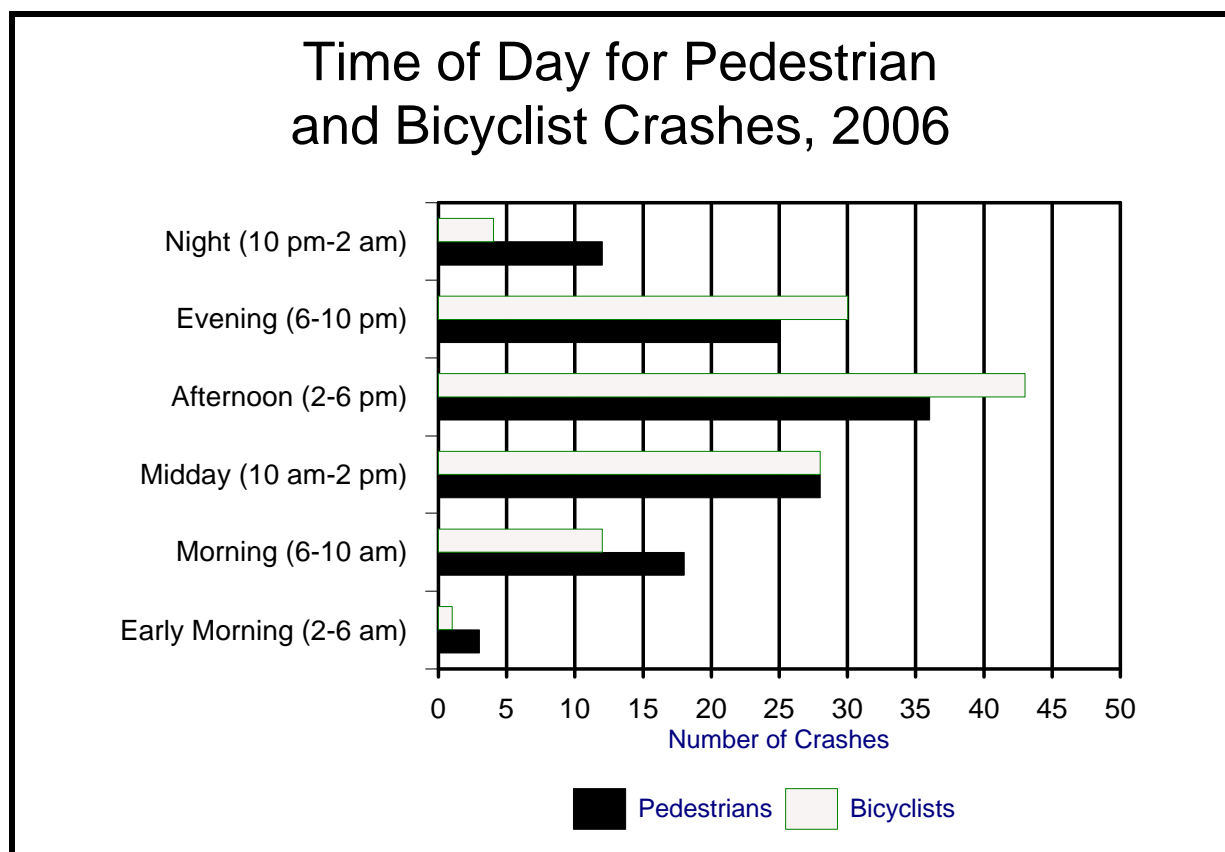


TABLE 4.45 DAY OF WEEK

DAY	Pedestrian	Bicycle
Sunday	10	11
Monday	18	19
Tuesday	20	17
Wednesday	21	22
Thursday	13	24
Friday	29	18
Saturday	11	8
TOTAL	122	119

TABLE 4.46: MONTH OF YEAR

MONTH	Pedestrian	Bicycle
January	12	1
February	8	3
March	6	5
April	5	6
May	8	12
June	8	24
July	12	12
August	6	16
September	11	12
October	17	15
November	13	9
December	16	4
TOTAL	122	119

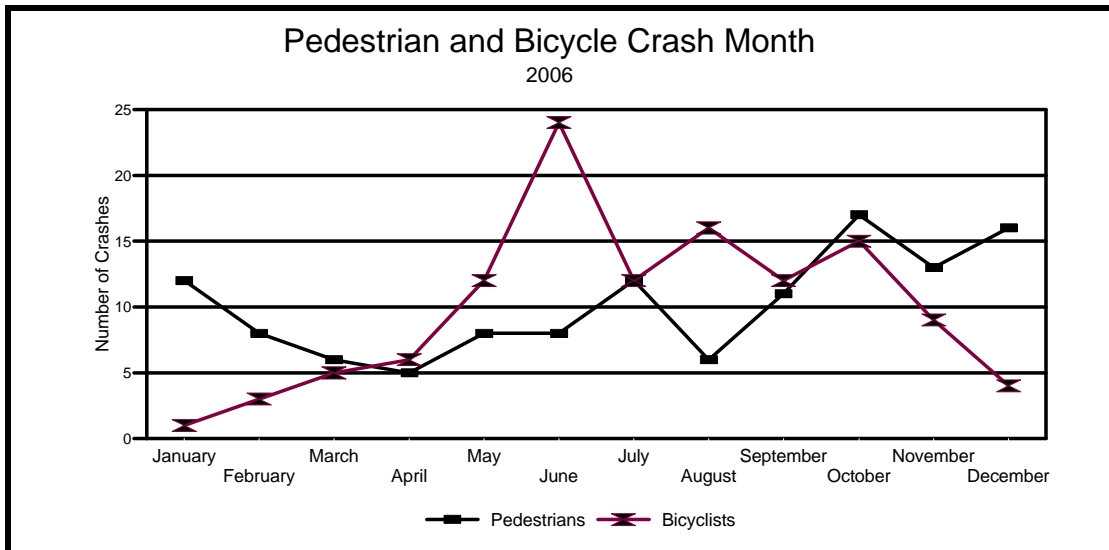
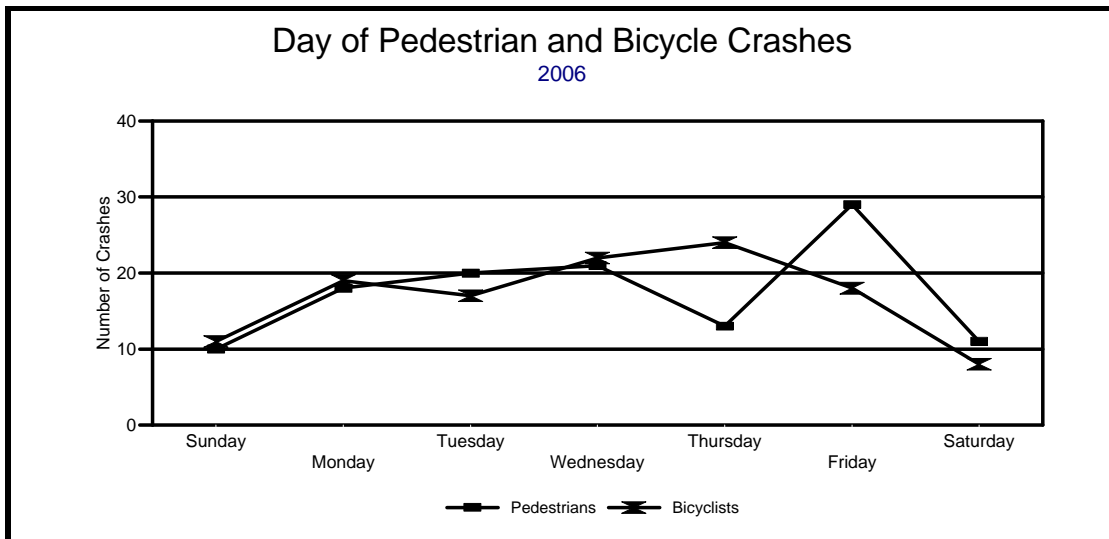


TABLE 4.47: PEDESTRIANS & BICYCLISTS INVOLVED IN CRASHES BY AGE AND GENDER, 2006

PEDESTRIANS							BICYCLISTS								
AGE GROUP	MALE		FEMALE		TOTAL		MALE		FEMALE		TOTAL		TOTAL		
	N	%	N	%	N	%	N	%	N	%	N	%	N	%	
Under 10 years	6	8.2%	3	5.3%	9	6.9%	2	8.7%	2	2.4%	4	3.7%	13	5.5%	
10 to 14	2	2.7%	4	7.0%	6	4.6%	6	26.1%	12	14.3%	18	16.8%	24	10.1%	
15 to 17	4	5.5%	3	5.3%	7	5.4%	2	8.7%	11	13.1%	13	12.1%	20	8.4%	
18 to 20	11	15.1%	3	5.3%	14	10.8%	1	4.3%	8	9.5%	9	8.4%	23	9.7%	
21 to 24	9	12.3%	8	14.0%	17	13.1%	2	8.7%	10	11.9%	12	11.2%	29	12.2%	
25 to 29	7	9.6%	7	12.3%	14	10.8%	1	4.3%	7	8.3%	8	7.5%	22	9.3%	
30 to 34	7	9.6%	2	3.5%	9	6.9%	1	4.3%	6	7.1%	7	6.5%	16	6.8%	
35 to 39	1	1.4%	2	3.5%	3	2.3%	1	4.3%	4	4.8%	5	4.7%	8	3.4%	
40 to 44	3	4.1%	2	3.5%	5	3.8%	1	4.3%	1	1.2%	2	1.9%	7	3.0%	
45 to 49	7	9.6%	4	7.0%	11	8.5%	5	21.7%	8	9.5%	13	12.1%	24	10.1%	
50 & older	16	21.9%	19	33.3%	35	26.9%	1	4.3%	15	17.9%	16	15.0%	51	21.5%	
Total	73	100.0%	57	100.0%	130	100.0%	23	100.0%	84	100.0%	107	100.0%	237	100.0%	

Twenty-seven percent of the pedestrians involved in crashes were in the 50 & older age category, the next largest groups were the 21 -24 year old at 13.1%. Youth 17 years old and younger accounted for 32.6% of the bicyclists involved in crashes.

PEDESTRIAN & BICYCLE CRASHES BY AGE 2006

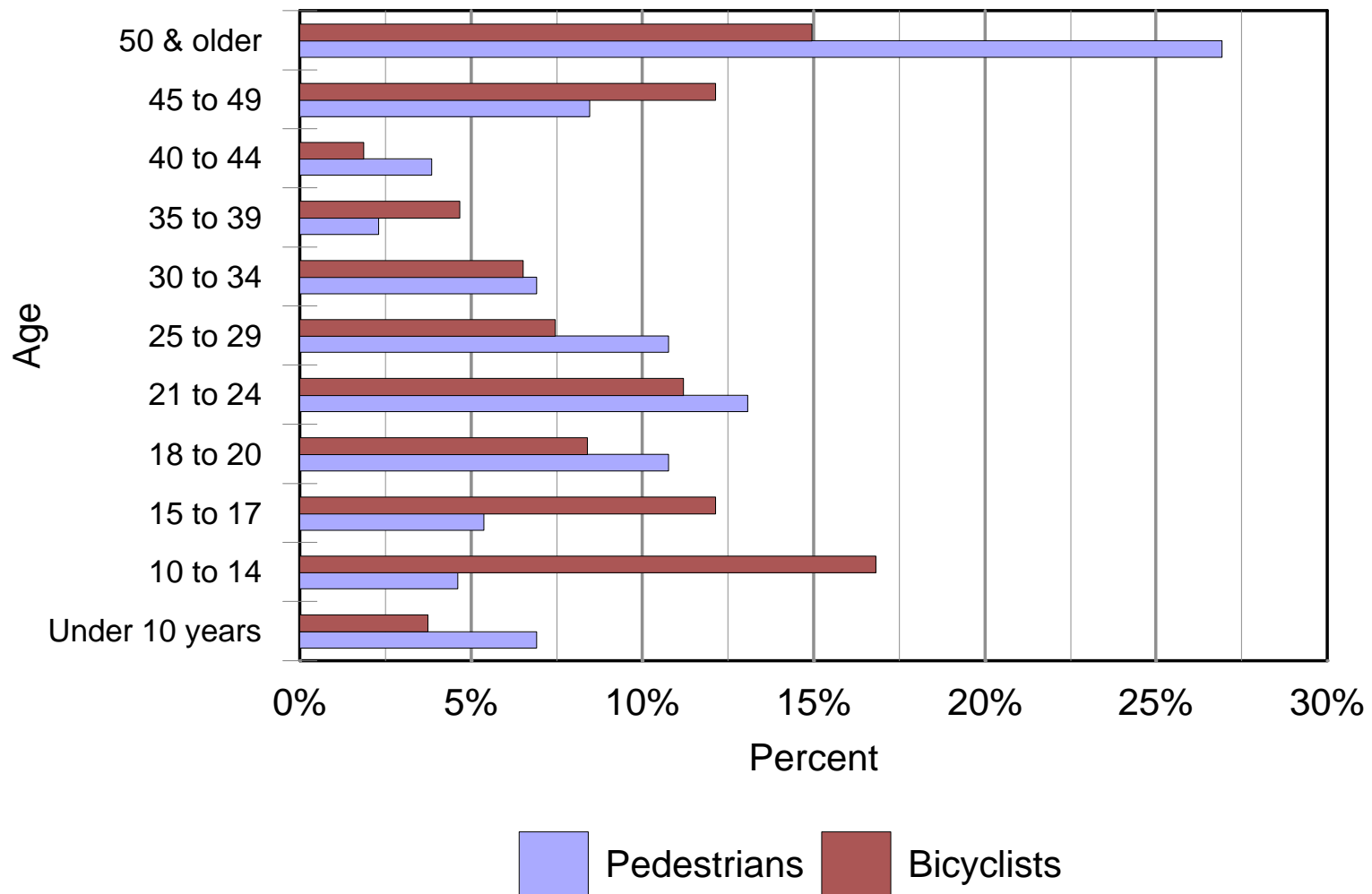


TABLE 4.48: PEDESTRIAN & BICYCLE CRASHES BY CRASH TYPE, 2006

CRASH TYPE	PEDESTRIANS		BICYCLISTS		TOTAL	
	N	%	N	%	N	%
Fatal	0	0.0%	0	0.0%	0	0.0%
Injury	111	91.0%	89	74.8%	200	83.0%
Property	11	9.0%	30	25.2%	41	17.0%
TOTAL	122	100.0%	119	100.0%	241	100.0%

A large portion of (83%) pedestrian and bicycle crashes resulted in an injury.

**PEDESTRIAN & BICYCLE CRASHES
BY CRASH TYPE, 2006**

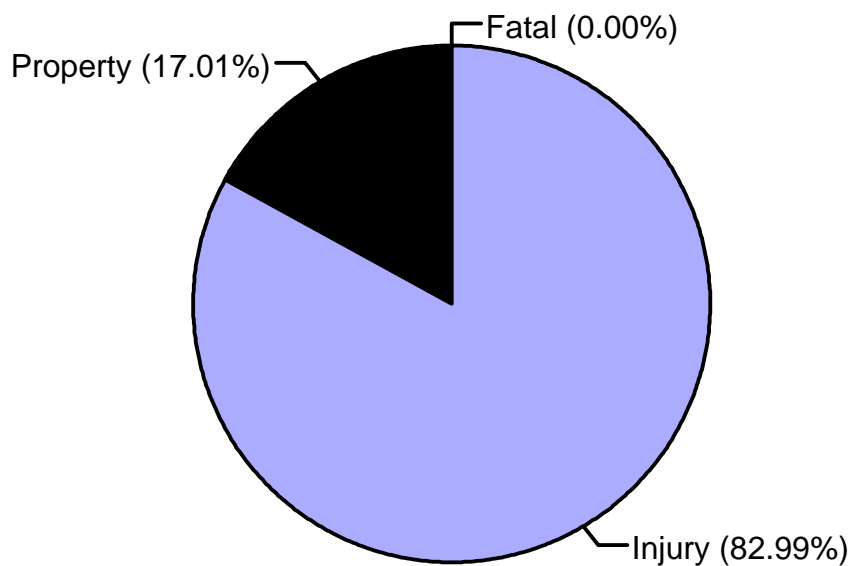
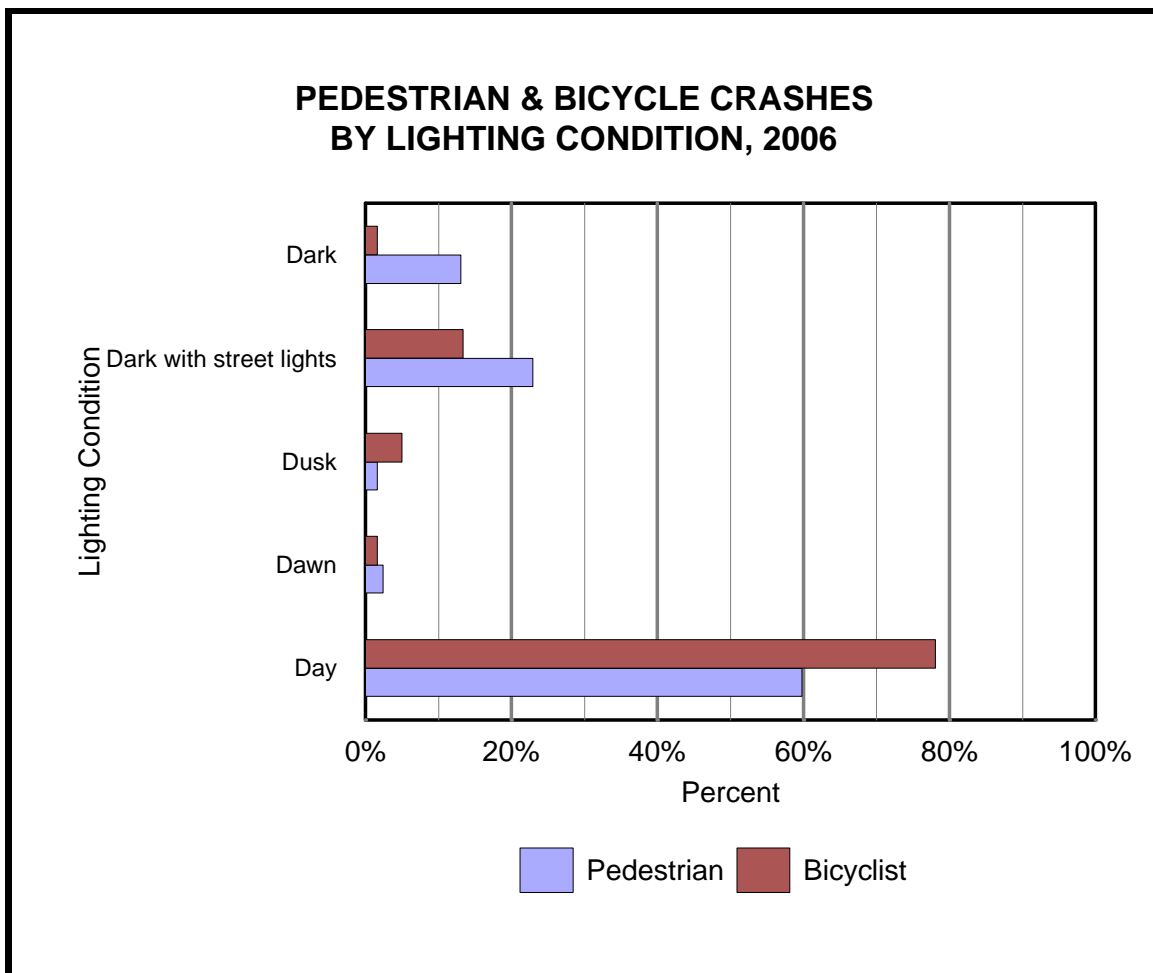


TABLE 4.49: PEDESTRIAN & BICYCLE CRASHES BY LIGHTING CONDITION, 2006

LIGHTING CONDITIONS	PEDESTRIANS		BICYCLISTS		TOTAL	
	N	%	N	%	N	%
Day	73	59.8%	93	78.2%	166	68.9%
Dawn	3	2.5%	2	1.7%	5	2.1%
Dusk	2	1.6%	6	5.0%	8	3.3%
Dark with street lights	28	23.0%	16	13.4%	44	18.3%
Dark	13	10.7%	1	0.8%	14	5.8%
Dark-unknown roadway lighting	3	2.5%	1	0.8%	4	1.7%
TOTAL	122	100.0%	119	100.0%	241	100.0%

The largest percent of both pedestrian (59.8%) and bicycle (78.2%) crashes occurred during daylight hours.



**TABLE 4.50: PEDESTRIAN & BICYCLE CRASHES
BY ALCOHOL INVOLVEMENT OF DRIVER, 2006**

ALCOHOL	PEDESTRIAN		BICYCLE		TOTAL	
	N	%	N	%	N	%
Alcohol related	8	6.6%	1	0.8%	9	3.7%
Nonalcohol related	114	93.4%	118	99.2%	232	96.3%
TOTAL	122	100.0%	119	100.0%	241	100.0%

**PEDESTRIAN & BICYCLE CRASHES
BY ALCOHOL INVOLVEMENT OF DRIVER, 2006**

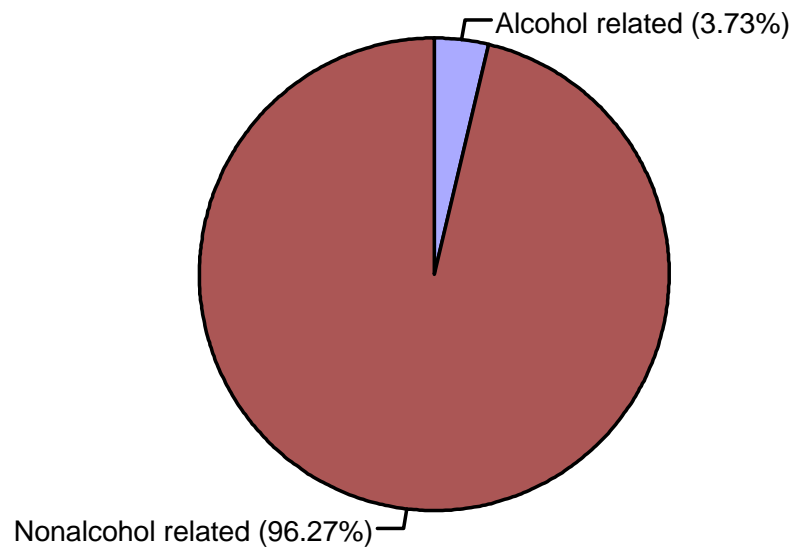


TABLE 4.51: PEDESTRIAN & BICYCLE CRASHES BY WEATHER, 2006

WEATHER	PEDESTRIANS		BICYCLISTS		TOTAL	
	N	%	N	%	N	%
Clear	71	58.2%	83	69.7%	154	63.9%
Cloudy	26	21.3%	23	19.3%	49	20.3%
Rain	14	11.5%	7	5.9%	21	8.7%
Sleet, hail, freezing rain, or drizzle	0	0.0%	0	0.0%	0	0.0%
Snow	8	6.6%	0	0.0%	8	3.3%
Other/unknown	3	2.5%	6	5.0%	9	3.7%
TOTAL	122	100.0%	119	100.0%	241	100.0%

